

1950-1959

1950

Troop I, with headquarters in Rolla, was added to the Highway Patrol in January. The new troop was comprised of Camden, Laclede, Pulaski, Maries, Phelps, Crawford, and Dent counties. The Patrol now had nine troops.

Various restrictions were placed on the activities of troopers. Men were told that they could no longer eat their meals at home when on duty, they could not operate their patrol cars when off duty, and it would be necessary for them to dress in uniform before responding to traffic crashes or other investigations when called while off duty. An order was given just before winter that boots and breeches would not be worn. They had been part of the winter uniform since 1942, and prior to that were worn year-round by road officers.

New weight stations went into operation at Cameron, Dexter, Harrisonville, Matthews, Parkville, Poplar Bluff, and Republic.

Troopers escorted a truck carrying a replica of the Liberty Bell to 30 cities in the state during May, June, and July. The tour promoted the sale of Liberty Bonds.

One man was hired and trained to be a trooper in 1950.

1951

A few of the highlights of 1951 included: all state employees were placed under Social Security on January 1; emergency red lights on patrol cars flashed on and off for the first time instead of remaining constantly lighted; Troop G Headquarters in Willow Springs moved to a new and larger building on the same grounds.

Two individuals were hired and trained (separately) to be troopers this year. Thirteen troopers completed their training at Troop F in December.

Awards were presented to winners of the first state high school drivers' education contest on May 12. District winners were selected in each troop with finalists competing on the Capitol's south drive in Jefferson City. Originated by Capt. E.I. "Mike" Hockaday, the competition was organized to generate interest in driver education. Members contributed \$2 each for the eight prizes, which were split evenly between boys and girls. First prize for each group was a \$100 war bond, second prize a \$50 war bond, third prize a \$25 war bond, and fourth prize was stamps with a value of \$10.

Considerable time was spent performing stationary traffic duties in July as 75 major highways were closed due to high water. Only one Missouri River bridge remained open. Officers manned small boats to assist in emergency travel across rivers, and Patrol planes were used to scout flood areas and spot victims.

1952

Legislation increased the starting salary of troopers to \$275 per month, and two additional lieutenants were authorized.

Forty men trained at the fairgrounds in Sedalia to become troopers and reported for duty on August 1.



The first drivers license examination training school took place in Sedalia in 1952.

On November 1 troopers received a fringe benefit of five days leave each month instead of four.

Effective July 29 a new statute mandated a minimum fine of \$5 for operating an overweight vehicle and two cents for each overweight pound up to 800 pounds, then five cents for each overweight pound up to 1,000 pounds and 10 cents for each overweight pound over 1,000 pounds.

Legislation calling for a driver license examination program became effective on January 1, but lack of funds kept examinations from being given until August 1. The Highway Patrol was given the responsibility of implementing the program. Thirty-five officers were trained at the fairgrounds in Sedalia to give driver license examinations. Trooper T.D.

“Tillie” Cameron gave the first successful driver examination to Gerald Ralph Pendleton of Prairie Home, MO, at the examining station at the Cooper County Courthouse in Boonville, MO. Governor Forrest Smith and Colonel David E. Harrison were in attendance, and formally congratulated the 16-year-old applicant.

A directive issued in July allowed troopers to wear their shirts unbuttoned at the collar and without a tie when temperatures exceeded 90 degrees. This authorization remained in effect only through the summer.

1953

Governor Phil M. Donnelly again appointed Trooper Hugh H. Waggoner superintendent. Former superintendent David E. Harrison assumed his previous rank of lieutenant. The state was divided into two districts for the first time with one field captain assigned to each district. The captains served as a liaison between the superintendent and the troop commanders.

On March 25, stenographic and clerical employees changed to a five-day, 40-hour week instead of a five and one-half day week.

The Patrol's Bureau of Identification and Records was connected via teletype with the major wire news services. The bureau was thus assured



Tpr. T.D. Cameron administered the first driver license test in Missouri to Gerald R. Pendleton in Boonville, MO.

a 24-hour flow of information detailing criminal activities, traffic accidents, weather reports, and weather forecasts.

Thirty men completed eight weeks of training on November 25, in Sedalia. This was the first time the department had given recruits eight weeks of training. The number of commissioned officers was now 320.

In April, a contract was awarded to construct a radio repair and storage building at Troop F.

Weigh stations were renumbered from east to west in each troop on June 1. Formerly they were numbered from west to east in each Highway District.

Members examined 83,815 persons for driver licenses during the first full year of examinations. Of that number, 71 percent passed, 13 percent failed, and 16 percent failed to complete the examination due to a defective vehicle or some other reason.

Twenty-five members were assigned duty at the penitentiary on December 19, when Carl Austin Hall and Bonnie Brown Heady were executed for kidnapping and killing Bobby Greenlease, the young son of a prominent Kansas City car dealer. The brutality of the slaying along with the fact that a ransom was paid, but only partially recovered, created extensive nationwide news coverage and the possibility of trouble at the prison.



(l to r at the table) State Penal Director Thomas Whitecotton, Major E.I. (Mike) Hockaday, and Prison Warden Ralph N. Eidson discuss plans to quell the prison riot as troopers wait for orders (1954).



On the morning of September 23, 1954, two squads of troopers used wedge formations to enter "B" and "C"



Nearly 300 members of the Highway Patrol were on duty during the state penitentiary riot. Here, prisoners are being taken to F and G Dining Hall, a corner of which is seen in the far right of the photo. B and C halls are in the background.



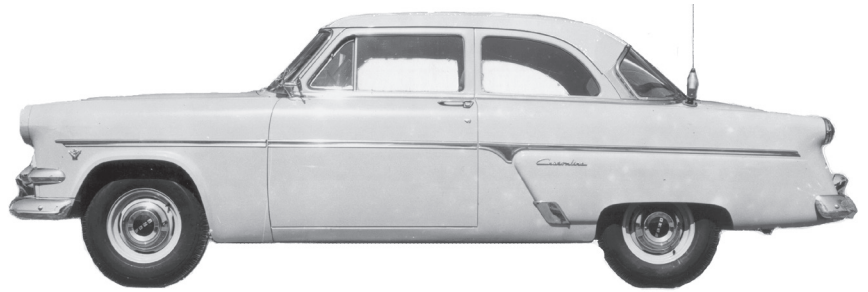
Lt. Herbert D. Brigham holds some of the weapons used by convicts during the prison riot in Jefferson City on September 22-23, 1954.

1954

At 7 p.m. September 22, Col. Waggoner directed all available troopers to report to the state penitentiary in Jefferson City. A full-scale riot was in progress. Several buildings and vehicles were burning, and hundreds of inmates were running loose. By 11:30 p.m., 265 troopers had arrived at the scene, which was approximately 80% of the department. Many police departments cleared the road for the troopers driving through towns along the highways and truckers got off the main roads to let the troopers have a clear route. Approximately 2,000 police officers and Missouri National Guard soldiers were on duty by midmorning September 23. The situation was now under control.

Three inmates were killed and 21 wounded by gunfire, inmates with a grudge murdered two additional inmates, and another 29 were injured during the riot. Seven inmates were charged with murders committed during the riot. Five buildings were totally burned while twice that number were badly damaged by fire or vandalism (755 windows were broken).

Members of the Highway Patrol did an outstanding job in helping to quell the riot. The Patrol's response to the crisis was credited with containing the violence within the walls and pre-



Above is a white, 1954 Ford Interceptor.

venting additional deaths, injury, and property damage.

Here are a few firsts for the Highway Patrol in 1954: the first non-black, unmarked patrol cars were placed in service in April (except for the special, white Safety Squadron cars in 1940); 26 of these 30 new, light blue vehicles were Ford Interceptors especially designed for police work. The Interceptors had 161 horsepower engines, larger tires, and heavy-duty suspension and seats.

Weight inspectors began wearing new dark brown uniforms in October. Special Order 22-54, assigning cap badge numbers to weight inspectors, became effective October 1.

Troopers began wearing campaign hats year-round.

Two groups of four men each attended recruit training and became troopers in 1954.



Weight Inspector James D. "Doc" Harris stands at the Kingdom City scalehouse in 1954.

1955

Thirty-six newly trained driver examiners in brown uniforms reported for duty at examination stations in St. Louis County, the city of St. Louis, Jackson County, and Buchanan County on July 26. Prior to this, all driver examiners were commissioned officers. License applicants in Kansas City and St. Louis had been examined by officers of the police departments of those cities before the civilian examiners assumed their duties.

After nearly eight years of continuous effort, a retirement system for Patrol and Highway Department employees was established on August 29.

Trooper Wayne W. Allman, 34, died shortly after being thrown from his patrol car on Missouri Highway 35 in Cass County on October 27. Tpr. Allman was en route to a traffic crash when he swerved to avoid an oncoming car, sideswiped a second oncoming car, and then overturned.

Weight stations were placed in a new unit called the Division of Commercial Motor Vehicle Enforcement. One member in each troop was designated the CMVE officer in charge of all weight inspectors and their activities. Captain Tom Whitecotton was placed in charge of the new division. Sergeant D.E. Arnold was assigned to the division in GHQ, while a trooper was put in charge of commercial vehicle enforcement activities in each troop, and weight clerks were more appropriately called weight inspectors.

The authorized strength of the department was increased from 320 to 355 members. The probationary period of a new officer was lengthened from six



Assigned to the St. Louis DE Station, these new driver examiners in brown uniforms began administering tests in 1955.



Trooper Wayne W. Allman

months to 12 months. Four men completed training early in 1955 and began serving as troopers. Forty men completed training on November 12 in Sedalia.

Also in 1955, a Patrol garage for the installation of special car equipment and minor car maintenance was opened in January at Troop F. In June, the Motor Equipment Division was created. This division would be responsible for the purchase and maintenance of motor equipment. Sergeant Howard H. Schaperkoetter was placed in charge.

Seat belts were installed in all patrol cars before the end of the year.

Officers were instructed to remove the leg straps from their holsters on January 24.

In March, the Boy Scout organization of Missouri presented hat presses to all members as gifts. The purpose of a hat press was to hold the felt hat brim flat, so it would retain its proper shape.

On October 1 members, radio operators, weight inspectors, and driver examiners started receiving six days leave each month instead of five. The Patrol sponsored State Driver Education Contest was discontinued.



1956

The Highway Patrol was now 25 years old. It had grown from 55 officers to 355 officers and over 200 civilian employees.

The Patrol started a new program in its fleet operation. Bids were taken on 400 cars to be delivered the next year. They would be replaced at 25,000 miles. Prior to this, cars were driven 65,000 miles or more before being replaced. The successful bidder was a Dodge dealer in Columbia.

In June, a radar unit was ordered to check the speed of buses and trucks regulated by the Public Service Commission. Trooper Robert E. Burgess operated the unit in every troop. Tpr. Burgess used the Electromatic two-piece stationary radar, mounting the antenna of the radar in the trunk of his patrol car aimed through a 5x8 fiberglass panel inserted in the trunk lid and painted to match his car. The speedometer was mounted in the front passenger compartment. He made up his schedule a week at a time, then advised the affected troop(s), and requested their assistance. The first arrest using radar occurred in Jefferson County in October 1956. That case, and 13 others made the same day, were tried together because radar was so new. The judge found all defendants guilty, but he imposed no fines. As the judge had anticipated, the cases drew a lot of publicity, and the word spread quickly to slow down.

The straw hat replaced the felt hat during the summer.

In August, Missouri became the first state in the country to bid out the contracts on the newly authorized interstate system. These limited access four-lane divided highways would change the types of traffic crashes worked, laws to be enforced, and enforcement techniques of troopers in the years ahead.

Gov. Donnelly proclaimed a state of emergency on Labor Day weekend due to increasing traffic crashes and called out the National Guard. Sixteen commissioned officers and 190 enlisted men from the National Guard operating 89 jeeps, an airplane, and a helicopter took to the highways to report violators. Guardsmen rode with troopers in a number of instances.



Tpr. James G. Runkle poses with a 1956 Ford Interceptor.

Eight recruits completed training at Troop F in October.

On September 19, 1956, about 13 miles east of Lebanon on U.S. Highway 66, Trooper Norman E. "Gene" Tinnin saw an early '50s model Chevrolet passenger car try to pass a truck on a curve. Tpr. Tinnin stopped the car, planning only to warn the driver for his potentially hazardous driving. Due to the car's position being so close to the edge of the highway, the trooper paid more attention to passing traffic than the driver reaching into the glove compartment to get his license and registration. A hitchhiker in the vehicle yelled a warning when the driver retrieved a gun. Tpr. Tinnin looked up to see a pistol pointed directly at his belt buckle. Taking the offensive, he slammed his warning book down hard on the driver's arm. The gun discharged, and the bullet hit the officer in the leg just above the knee. A second round struck Tpr. Tinnin in the side near his ammo pouch, then another round struck him in the neck. The hitchhiker ran from the car to help the fallen officer as the driver jumped back in the car and sped away. Tpr. Tinnin emptied his service revolver at the fleeing vehicle. Although suspicious of the hitchhiker at first, the trooper accepted his offer to help. The hitchhiker drove as Tpr. Tinnin notified Troop I by radio of the situation and asked that two doctors meet him at the hospital in Lebanon. He also had the hitchhiker stop at Brownie's Truck Stop and had an attendant that he knew could drive more safely assume the chauffeuring job. A massive manhunt was initiated and the assailant taken

into custody 14 miles from the scene on Highway 32 east of Lebanon. Tpr. Tinnin recovered and returned to full duty.

1957

Incoming Governor James T. Blair reappointed Hugh H. Waggoner as superintendent on February 20.

The Missouri Legislature passed several laws which affected the Highway Patrol. They included: creation of the rank of lieutenant colonel; increasing to two the number of majors; and authorizing an increase in officers from 355 to 455. Major E.I. (Mike) Hockaday was promoted to the rank of lieutenant colonel on October 1, the first officer to hold that rank.

Another statute passed by the legislature listed absolute maximum speed limits for different types of highways for day and night travel. The Highway Patrol had been advocating such a law for some time. Radar units were purchased for each troop.

On July 1, the Trachoma State Hospital in Rolla was turned over to the Patrol to be used as a training school facility for the department. The new Academy was first used for in-service training in the fall 1957. The primary topic of retraining at

that time was the new speed limit law.

Four hundred fifty-five 1958 Chevrolet sedans were contracted for late in the year. A new oscillating red light would be mounted on the hood and the siren would be placed on the right, front fender.

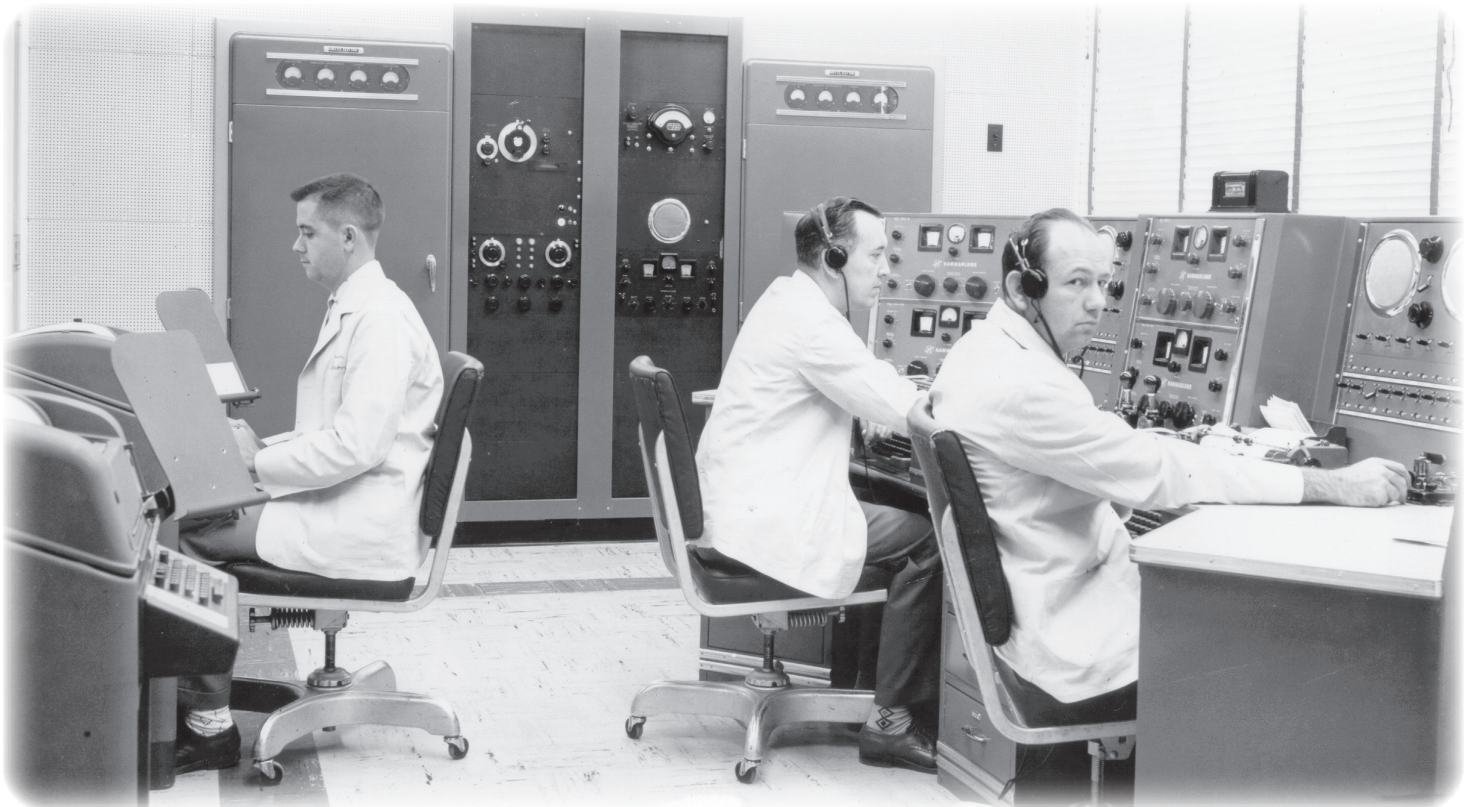
Officers were instructed to stand outside the vehicle where the public could see them when on stationary observation.

In 1957, weigh station operations were removed from the Division of Safety and Administration and assigned to the newly created Division of Commercial Motor Vehicle Enforcement.

Communications personnel were given a uniform allowance in September and notified they would soon be required to wear a uniform.

1958

The Highway Patrol Academy at Rolla was a busy place during the year. Three, 10-week recruit training schools graduated from the Academy in 1958, making this the year in which the greatest number (124) of new troopers were trained. Classes graduated August 2 (40 troopers), October 11 (39 troopers), and December 20 (45 troopers). There were five cooks and three full-time training



The Troop F radio room in 1957 is pictured.

officers on the staff at the newly organized Academy to train these men.

Members of the Highway Patrol were given the right of search and seizure on public highways in the state.

Seventy-one civilian driver examiners began their duties allowing 17 uniformed members to return to road duty.

Other highlights of the year: additional radar units were purchased; radio operators began wearing uniforms in April; a new type of straw hat for officers, similar in design to the felt hat, was worn beginning in May; a slapper blackjack was made available in each patrol car that same month; and shotguns were mounted on the lower left door pad and rifles on the front floor, parallel to the seat cushion.

1959

State funds were allocated to the Highway Patrol to make training available to the peace officers throughout the state. The first special school for sheriffs was held for one week, starting on September 13. The first two-week basic school for peace officers began immediately thereafter.

One officer from each troop was trained at the Academy to become that troop's first evidence



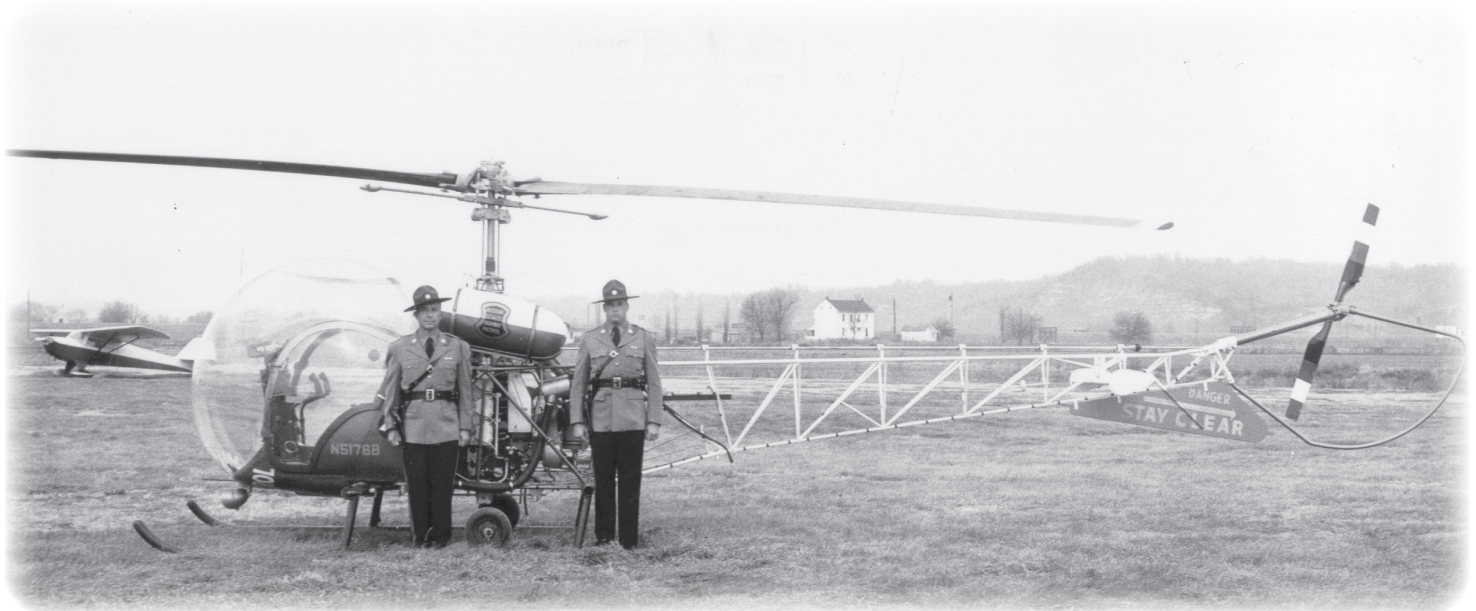
Sgt. John H. Barbour, left, and Sgt. Francis A. "Bud" Jones stand in front of a 1959 Dodge patrol car.

technician. An eight-week recruit school was held for 12 men, who became troopers effective September 5.

The Highway Patrol purchased its first helicopter. Sergeant Bill East was the pilot and the first member to have full-time flying duties. The helicopter was used for manhunts and special events.

A radio frequency that could not be monitored by officers in cars was added. Troop radio operators could communicate with each other without loading up the regular channel.

The Highway Patrol contracted for 1959 Dodges from the Chrysler Corporation. This fleet was unique in that for the first time some of the cars were two-door hardtops.



The Patrol purchased its first helicopter in 1959.