

1970-1979

1970

Two members of the Highway Patrol lost their lives in the line of duty. Trooper Gary W. Snodgrass, 24, was killed in an automobile crash on February 21. Trooper William R. Brandt, 23, lost his life on June 12 when a tornado blew his patrol car into a concrete bridge abutment on Highway 36, near Macon. This same tornado severely damaged Troop B Headquarters.

In February, the Narcotics Unit within the Intelligence and Investigation Section was established. Officers were placed undercover for the first time. In three and one-half months, Trooper Ed N. Moses and Trooper E. Lee Porter were able to penetrate a drug ring. The outcome was 13 drug dealers arrested, a large quantity of drugs seized, and one car recovered.

In April, 168 officers were sent to assist the Kansas City Police Department following civil unrest. Several people had been killed, buildings had been burned, and a riot was in progress. There was much concern due to several bombings of businesses and public buildings in the city. Officers from Troops B, D, F, H, and I joined Troop A members in patrolling the downtown and central sections of the city for three days as

part of Task Force Adam. The men stayed in two downtown motels. Patrol beats consisted of several small units of four to five square blocks for each car, which was manned by two troopers. Several bomb threats were received and investigated and 10 felony arrests were made for carrying concealed weapons. Other arrests were both traffic and nontraffic related. The troopers made 500 car checks. After working 12-hour night shifts Friday and Saturday, the task force was deactivated Sunday.

One-hundred troopers were assigned to provide support and protection at the 62nd National Governors' Conference held at the Lake of the Ozarks in August.

The Patrol purchased a STOL (Short Take-Off and Landing) Helio Super Courier aircraft in 1970.

A training class of 17 men graduated from the Academy in Rolla in June.



Trooper Gary W. Snodgrass



Trooper William R. Brandt



Two troopers, Ed Moses (left) and Lee Porter (right), were assigned to the Narcotics Unit within the Intelligence and Investigation Section in 1970.



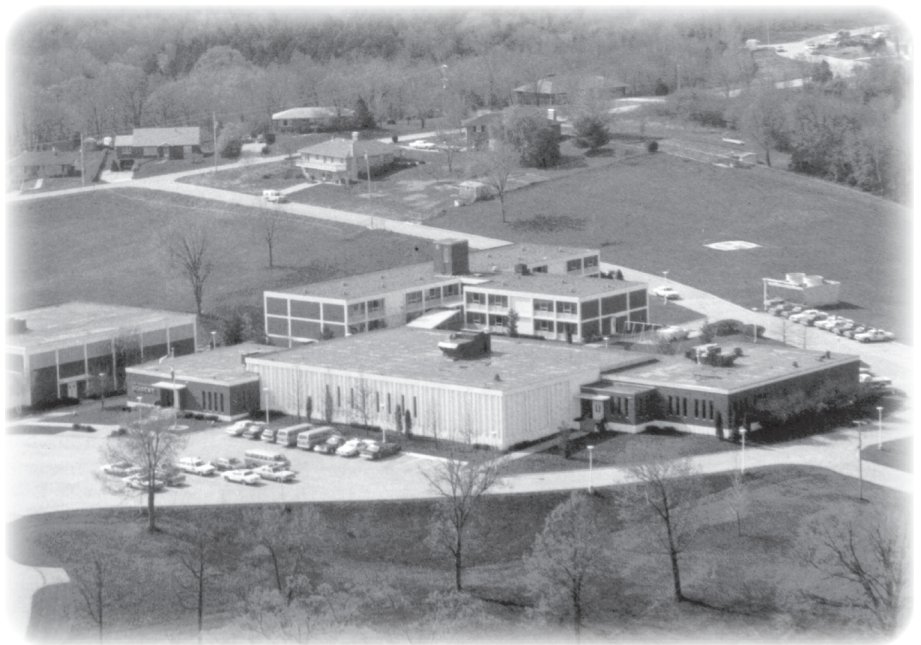
Information Systems Division employees keep busy in the computer room (1970).

1971

Hollow point revolver ammunition with nearly twice the penetrating power of old Patrol ammunition was distributed in January.

The Missouri State Highway Patrol Law Enforcement Academy opened its doors on May 2 to the 40th Recruit Class (this was the first class to be given an identifying number officially). The new Academy consisted of three buildings: an administration building containing five classrooms, a legal library, a photography laboratory, and a cafeteria seating 168 people; a physical training building containing a gymnasium, firing range, training tank, and sauna; and a 124-bed dormitory with large recreational rooms in the basement. The 40th Recruit Class graduated 39 troopers on October 15.

The computerized Missouri Uniform Law Enforcement System (MULES) became operational in late April. The Patrol was the controlling agency of the network. Other departments connected to the system could obtain information within seconds on wanted persons, stolen vehicles, and stolen property. MULES also provided total access to the



Pictured is the Law Enforcement Academy in Jefferson City.

National Crime and Information Center in Washington, D.C.

The first Missouri State Cadet Patrol Academy Program was held at the Academy in June. The cadet program for youth ages 16 to 18 was sponsored by the American Legion, Department of Missouri Incorporated, in cooperation with the Highway Patrol. The Patrol provided instructors for the five-day program on various law enforcement subjects.

A Bomb and Arson Unit composed of two volunteer officers (Troopers G.W. Venz and C.L. Plunkett) was organized on August 1.

Six Harley-Davidson motorcycles were purchased in August. They were used on special details such as fairs, parades, and for traffic control in congested areas.

Commissioned officers began wearing black leather and shoes on January 1, just like other members. They would continue to do so until September 1973, when all officers of the rank of lieutenant and above would again wear brown leather.

1972

A general order dated March 1 instructed officers to abide by the U.S. Supreme Court case *Miranda versus Arizona* decision and advise suspects of their right to remain silent and to consult an attorney before being interrogated.

A Statewide Traffic Accident Records System (STARS) became operational in January.



A Bomb and Arson Unit was created in 1971.



This Patrol aircraft was used to transport Missouri's governor.

The Missouri Sunshine Bill passed, placing limitations on the release of Patrol criminal records and requiring them to be classified.

Mr. Warren McGee was selected in March to direct the Motor Equipment Division. He was the first civilian to hold that position.

A new south wing addition to General Headquarters was completed in March. Employees of the Traffic, Commercial Motor Vehicle, and Motor Vehicle Inspection divisions, and the Public Information Office moved into the new addition.

The 41st Recruit Class began training July 2, at the Academy, and 40 troopers graduated on December 15.

The first electronic weigh scales in the state (built by the Missouri Highway Department) were placed into operation by the Patrol. The scales were in Troop H on Interstate 35, north of Eagleville at two weigh stations for northbound and southbound traffic.

Rolatape measuring meters were distributed to all road officers, supplementing steel measuring tapes. Fifty and 75 foot tapes were used for years, but starting in 1970 they were replaced by 100 foot tapes.

Seventy-one members of the department were part of the funeral detail for former President Harry S. Truman, who died on December 26 at the age of 88.

Standard broadcast AM radios were added to the 1973 model Patrol cars. The reason was economics: Dealers buying used cars complained that to sell them they had to pay prohibitive prices to have radios installed.



(l to r) Lt. Roscoe M. Laurie, Lt. Howard M. Fenimore, and Capt. R.E. Davis look at a new 1972 Ambassador.

1973

Col. Hockaday retired in January. Governor Christopher S. Bond selected Major Sam S. Smith to serve as the new superintendent.

The Highway Patrol Museum, located in the south wing of General Headquarters, was opened to the public in March. The museum housed exhibits about the history of the Highway Patrol, work done by the various divisions within the Patrol, as well as displays concerning drug addiction and traffic safety.

The 77th Missouri General Assembly increased the Highway Patrol personnel to 800 officers and patrolmen and to 30 lieutenants.

Brown leather was redistributed in September to all officers of the rank of lieutenant and above, replacing black leather.



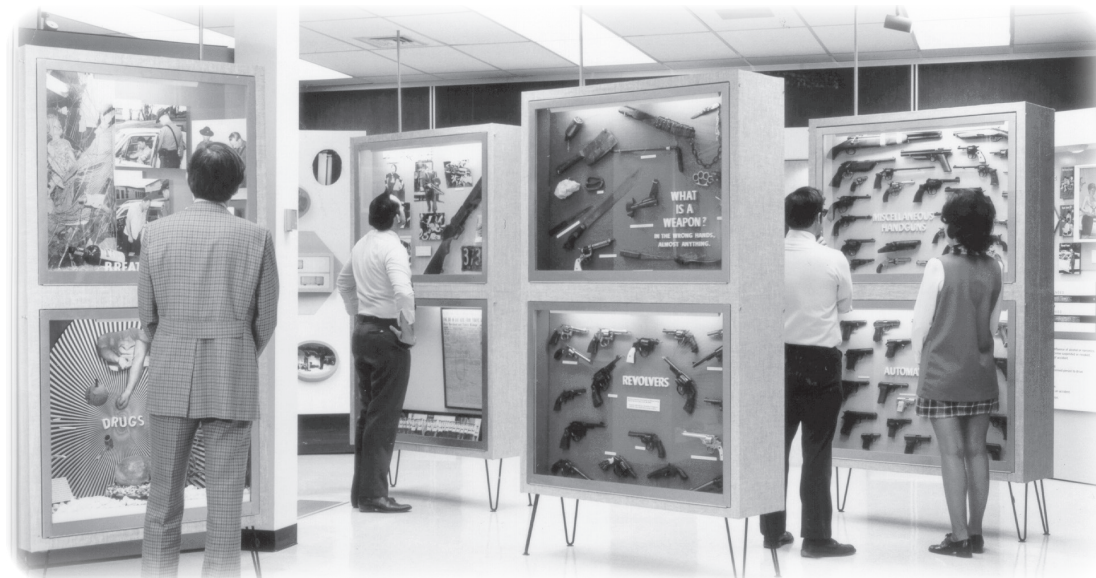
Pictured is Sikeston Satellite Station, which opened October 1, 1973.



Colonel Sam S. Smith

The first women driver examiners were employed by the Highway Patrol on August 13. Both Virginia F. Fenton and Bettie Carter were stationed in Troop A.

The first new satellite station was opened in Troop E, Sikeston, on October 1. Lieutenant Winifred E. Lemonds was in charge of the station. Another satellite station was opened in Troop D, Carthage, with Lieutenant Edward F. Christman placed in charge.



A Highway Patrol Museum opened in the south wing of General Headquarters in March 1973.

1974

Governor Bond signed into law the State Reorganization Bill. The bill realigned the executive branch into 14 cabinet-like departments effective July 1. The Highway Patrol came under the Department of Public Safety.

A new maximum speed limit of 55 miles per hour became effective on March 4. This speed limit was put into effect to save fuel during the gasoline shortage.

The 42nd Recruit Class graduated April 3. Forty troopers were commissioned.

Several changes were made in applicant entrance requirements in April: The minimum height was reduced from 5'9" to 5'8"; the maximum height of 6'4" was removed; certain tattoos were permitted; 20/40 vision was allowed, if vision was 20/20 with glasses; and false teeth were permitted. Height requirements were eliminated entirely on October 14, 1976.

A bill creating three classes of patrolmen and allowing for a salary increase for uniformed members was passed by the legislature in April. Senate Bill 457 provided for a probationary patrolman to receive an annual salary of \$9,900. A patrolman would receive \$10,200 annually and a patrolman first class would receive an annual salary of \$10,500.

On June 1, the uniform blouse was essentially replaced by a waist-length jacket that could be worn at an officer's discretion.

Late on July 12, three men later identified as brothers robbed a Phillips 66 service station in Hayti, MO. One of the brothers was arrested after an all-night search. On the evening of July 13, Troop E communications advised Corporal Herbert A. Campbell of a report from Froggy's Taxi Company of Caruthersville, MO, they had transported two suspicious men to the Tiptonville Ferry, 15 miles east of Portageville. Cpl. Campbell arrived at the ferry before the taxi. When the two men got out of the taxi and walked toward the ferry, Cpl. Campbell approached them and asked their names. He then placed them under arrest for suspicion of robbery and was searching them when one of the men drew a .41-caliber pistol from under the front of his shirt. Cpl. Campbell grabbed the barrel with his right hand, but the man jerked it out of his hand and fired, striking Cpl. Campbell three times. Cpl. Campbell turned to get away and drew his weapon as the suspect fired another shot and missed. The two suspects then ran to the opposite side of Patrol car as Cpl. Campbell fell wounded about 30 feet from the car in a bean field. Additional shots were exchanged. At the sound the shots, a deckhand on the ferry dashed to Cpl. Campbell's assistance, drawing his own pistol from



On March 4, 1974, the speed limit on all Missouri highways was reduced to 55 miles per hour.



Motor vehicle inspectors began working in the field on October 7, 1974.

1975

his pocket. The ferry employee emptied his weapon at the two suspects crouched behind the patrol car and they surrendered. Incredibly, despite suffering two bullet wounds in his arm and one in his right side, Cpl. Campbell was able to scramble to his feet, hand his service revolver to the deckhand (who was bravely holding the two suspects at bay with his empty automatic), and call for help. Officers soon arrived and took the brothers to jail. None of Cpl. Campbell's wounds were serious and he returned to duty shortly thereafter.

Undercover officers from the I & I Division were on the Missouri State Fairgrounds during the Ozark Music Festival. Nudity, illegal drugs, and prostitution were a large part of the event, but officers were unable to take major enforcement action due to the sheer numbers of perpetrators. The festival, initially billed as a country and bluegrass affair, actually featured hard and acid rock groups. A Senate Committee issued a scathing description of the activities, describing the festival as a disaster and "... a haven for drug pushers who were attracted from throughout the United States." The crowd swelled to an estimated 225,000.

The Highway Patrol began a pilot Citizen Band Radio Communication Program in the fall of the year. A few patrol cars were equipped with CB transceivers at the trooper's expense. The superintendent requested reports on CB contacts made by the officers. Nearly 500 such reports were received by the end of the year. Efforts began late in the year to obtain federal funding for the installation of CB transceivers in each Patrol headquarters and all field patrol cars. The idea was to form a statewide citizen band radio communication program service to provide aid to motorists in need of help and to encourage citizen participation and involvement in other matters involving public safety.

The Highway Patrol was authorized 25 full-time motor vehicle inspectors. They would supervise inspection stations and inspector-mechanics throughout the state. The motor vehicle inspectors began working in the field on October 7.

The Highway Patrol fully implemented its Citizen Band radio communications service with the traveling public in July. CB base stations were also installed in each of the nine troop headquarters. Officers monitored CB Channel 9 and used the call sign KMO 0911.

Members of the 43rd Recruit Class, which included the first two female troopers, graduated on January 31. Twenty-nine troopers were commissioned. The two women, Patricia Ruth Wright and Bridget Ann Cronin, were the first women to be selected to enter Patrol recruit training.

Perry County became a part of the Patrol's Troop C effective January 1. This county had been under the administrative jurisdiction of Troop E.

The new troop headquarters at Troop G, Willow Springs, was completed. The new building included a regional crime laboratory.

The personnel of Troop E, Poplar Bluff, moved into their new headquarters building on April 14.

The process of installing a new Federal Twin-sonic light system on patrol cars began in May. Plans were to replace 100 of the then-present light and sound systems each year with the new system.

Patrol General Orders were changed to read that the blouse would be worn only on designated occasions, and not during the winter. From May 15, 1975 forward, the Class A uniform was to be worn all the time.

The 44th Recruit Class graduated on May 30, with 36 troopers.

Speedgun II moving radar units were installed in several patrol cars. This portable unit was



Trooper Patricia R. Wright



Trooper Bridget A. Cronin



The new Troop G Headquarters in Willow Springs was completed in 1975.



Employees moved into the new Troop E Headquarters in Poplar Bluff in April 1975.

computerized to flash the speeds of vehicles via a digital readout in a small window in the back of the unit. It also kept a rolling check on the speed of the patrol car.

The superintendent decided that troopers who could fire a higher range score with their left hand than their right would be allowed to wear their holsters on the left side.

Effective June 19, 1975, the federal Privacy and Security Act mandated the Patrol and all other police agencies maintain complete and accurate Criminal History Record Information (CHRI) and a dissemination log.

A new weigh station located two miles north of Steele, MO, was put into operation on August 1.

The Patrol added a Hughes 269-A helicopter to its aircraft fleet.

1976

A tornado hit the West Plains area on February 21 and destroyed the Troop G, Zone 2 office. No one was injured.

A fingerprint transmission system called Policefax became operational at General Headquarters. Policefax enabled police agencies to transmit a picture of a suspect's fingerprint card to the Identification Section or the FBI in only 14 minutes. Policefax also included a message receiver for criminal history transmission from state or FBI files. Criminal identification bureaus of Kansas City and St. Louis City and county police departments were linked to the Policefax network at the outset.

The 45th Recruit Class graduated on April 9. The 14-member class included one female.

For the first time, two troopers, Bridget A. Cronin and Greg A. Hug, married.

1977

On December 16, 1976, Col. Sam Smith informed Governor-

elect Joseph P. Teasdale that he planned to retire from the Patrol on January 10, 1977. Lieutenant Colonel William A. Dolan became the acting superintendent for a few days. Gov. Teasdale appointed Lieutenant Alvin R. Lubker to the superintendent's post effective February 3.

Troop D employees moved into their new headquarters complex on February 14.

Two hundred twenty-four protective vests were distributed to the troops in May. Troopers wanting to wear them regularly could make application to their troop commander.

Twelve 1977 Plymouth vans were purchased for use by motor vehicle inspectors.

A fixed-wing aircraft was assigned to Troop D. Four other troops had previously had aircraft assigned: A, B, C, and E.



*Acting Superintendent
Lieutenant Colonel William A. Dolan*



In 1977, Plymouth vans were purchased for use by the Motor Vehicle Inspection Division.



Tpr. Randy L. Brown poses with a handheld radio extender which were first purchased in 1974.



Colonel Alvin (Al) R. Lubker

Eight-channel scanner radios were installed in patrol cars in October, allowing troopers to monitor the radio transmissions of police agencies in other areas. Eighty-three handheld extenders were purchased in June. The handheld radio extender permitted communication to a troop headquarters by a trooper away from his car through the car radio. Twenty-eight extenders had been purchased in 1974 and many more were ordered after 1977.

Troopers began wearing Patrol emblem patches on the right shoulder of their garments to match those already worn on the left shoulder.

Thirty-nine troopers were added to the ranks when the 46th Recruit Class graduated in July.

1978

Saturation enforcement operations began on major highways to combat widespread violation of the 55 mph speed limit. Moving and stationary radar as well as aircraft were used to detect speeders.

Farmers making up an American Agricultural Movement began engaging in demonstrations in early December 1977 protesting what they thought were unfair prices for their products maintained by government price supports. "Parity" was the war cry from that time until April 1978 during rallies, picketing, tractorcades, and the stopping of highway traffic throughout Missouri despite high winds, ice, and snow. More than 300 farm tractors were involved in at least one of these actions. The most troublesome time for troopers was on January 11 in Troop E. Seven farmers were arrested 1 1/2 miles south of Hayti, MO, on Interstate 55 and charged with failure to obey a reasonable request, assault, and damaging state property. Four others were arrested on Interstate 155 near Caruthersville, MO, for driving their pickup trucks slowly side-by-side, preventing traffic from passing. Twenty-five farmers with



The 1978 Mercury was the last full size patrol car.

their tractors and 12 officers were in a fracas near Hayti lasting from early morning to afternoon. Two patrol cars were struck while officers were trying to prevent the farmers from entering Interstate 55, and troopers had to work feverishly to keep the entrance ramp to Interstate 55 from being blocked to regular traffic. Obtaining the services of a Highway Department worker and his road grader, the men had two tractors pushed off the highway. Air had been let out of the tires on one tractor. The climax of the affair occurred when Sgt. Les Enderle was shoved by an irate farmer into the path of the road grader. Sgt. Enderle fell and one of its large wheels ran over his ankle fracturing it and his knee.

Operation C.A.R.E. (Combined Accident Reduction Effort) was entered into with other states during the three major summer holidays. Extra marked and unmarked cars displaying Operation C.A.R.E. stickers were assigned to designated highways.

The 47th Recruit Class (17 troopers) and 48th Recruit Class (18 troopers) graduated on October 20 and December 22, respectively.

On New Year's Eve a tractor-trailer driver from Wichita, KS, avenged himself for many past citations by ramming his rig into A-3-E weigh station in Odessa, MO, demolishing the cinder block building. Luckily, no one was inside. The 25-year-old trucker left the scene, but was apprehended near Columbia, MO, shortly thereafter.



The Missouri State Highway Patrol joined other states to form Operation C.A.R.E. (Combined Accident Reduction Effort) in 1978.

1979

On January 1, the Patrol began using the state-wide Offense Code system. The system contained codes for all laws in the new criminal code, which became effective at the same time. This new criminal code was said to be the most comprehensive revision of criminal laws in the state since 1835.

The Troop H new headquarters building was completed and ready for occupancy on April 21.

New legislation: Weight inspectors were designated "commercial vehicle inspectors" and granted limited commercial vehicle arrest powers; authorized strength was increased from 800 to 900 members, the number of majors was increased from three to five, captains from 16 to 20, and lieutenants from 35 to 46; a change in the law this year would permit annual cost-of-living increases for members starting in July 1980.

In October, the Missouri Association of State Troopers Emergency Relief Society (MASTERS) was organized to provide financial aid and assistance to the spouse of a member killed in the line of duty. Mr. Fred Weber, St. Louis, was instrumental in forming this group and served as its first president.

Equipment: A Bell Jet Ranger helicopter was purchased for traffic, rescue, and surveillance work; 12 new Kawasaki 1000cc motorcycles were



Twelve Kawasaki motorcycles were purchased in 1979.

placed into service, increasing the motorcycle fleet to 18, with two assigned to each troop. Cyclists were instructed to work in pairs and use the bikes in enforcement in good weather and in daylight. Speedgun 8 radar units were purchased and all zone cars were equipped with moving radar; cruise control was a new patrol car feature; and off-duty badges were reissued.

The Water Patrol recruits began training with Highway Patrol recruits for the first 15 weeks of the regular 21-week schedule.

Twenty-seven new troopers were commissioned when the 49th Recruit Class graduated June 8, 1979. The 50th Recruit Class graduated December 7, 1979, and added 38 new troopers to the force.



A criminalist works in the Crime Laboratory in the Annex Building of General Headquarters.