

1960-1969

1960

A Water Rescue Recovery Unit was established by the Patrol. Four officers were trained in scuba diving to serve part time in this unit. Water Rescue was discontinued in 1966.

Four portable commercial weigh scales were placed into operation; the first in February. Such scales were said to be invaluable in apprehending violators who deliberately bypassed permanent installations.

A total of 19 recruits were trained in 1960; 15 of them formed a recruit class and trained in Rolla.

Two inmates, Cecil Clayton Lillibridge and General David Parrish, overpowered two prison guards and escaped from a work detail outside the main penitentiary in Jefferson City May 29, 1960. The escapees drove south from the city in a stolen car then stopped at a farmhouse. There, they tied up six people, armed themselves with guns and ammunition, took a lady hostage, and drove away in another stolen car. One of the victims at the farmhouse, a 10-year-old boy, managed to free himself within 10 minutes by using a coat hanger clamped between his teeth to get a pair of scissors. He then freed the others who immediately called Troop F Headquarters to report the incident. All available patrol cars were dispatched to the area to

search for the fugitives, who in four hours of freedom had committed approximately 10 felonies.

Sergeant Francis A. "Bud" Jones spotted the stolen car driving along Missouri Route V in Cole County. As the gap between his '59 Dodge patrol car and the suspects' closed, a bullet from a .22 automatic slammed through the windshield of the Dodge directly in front of Jones' face. It would be determined later that the bullet split in two, and one piece struck the officer's Sam Browne. Jones reported to Troop F Radio that he had been hit, but was continuing south on Missouri Route FF. Jones wondered why his arm wasn't becoming weak and felt for blood or any sign of injury, but found nothing. He did not return fire at the suspects during the pursuit for fear of endangering the hostage. The convicts turned onto a side road in Miller County and about a mile later slid out of control on a curve into a wooded area. The two suspects fled on foot and left the hostage unharmed. Sgt. Jones quickly directed other officers and the Patrol helicopter to the area. Bloodhounds from Algoa tracked the escapees, who were taken into custody in the Allen Cemetery two miles south of Olean at 11 p.m. The hostage, Mrs. E. E. Strobel, told reporters, "I was calm because I had complete faith in the Highway Patrol."

The fleet of 1960 Dodges was the last Patrol fleet to be composed of one make of automobile; all were either white or light blue.



The Patrol placed four portable commercial weigh scales like the one pictured into operation in 1960.



Sgt. Charles S. Endicott and Sgt. George W. Thurmond use the SAF-T-VAC exhibit at the 1961 Missouri State Fair.

1961

An appropriation of \$465,000 was given to the Highway Patrol for a new General Headquarters building in Jefferson City. The superintendent purchased 39 acres of land at the east edge of Jefferson City, south of the Rex Whitton Expressway, for the building.

New legislation provided for the point system for suspension and revocation of driver's licenses.

Fifty additional members were authorized for a total of 505. Two recruit classes, one with 13 members, the other with 29, completed training.

In January, members were given patrol car license plates bearing their own badge numbers. Most troopers were happy to communicate via radio using a number that identified them rather than a car number. Speed blocks were painted on highways in several areas of the state and a plane from Jefferson City scheduled for enforcement. Thirty-two additional radar units were distributed.

Governor John M. Dalton reappointed Col. Waggoner as superintendent on May 24.

In June, a Beechcraft Baron airplane was purchased for the governor's transportation.

Four polygraph instruments were purchased and assigned to Troops B, C, D, and H.

Officers were required to order a nylon coat to replace the wool overcoat.

1962

In April, a statewide private line teletype network was installed, permitting communications between the troop headquarters, General Headquarters, and the Motor Vehicle Bureau automatically by means of perforated tape.



A trooper works a double fatality traffic crash near Clinton in 1962.

The full strength of 505 officers was reached on June 9, when 37 men graduated from the Academy in Rolla.

Construction was begun on the two-story General Headquarters building on June 19. Vehicle maintenance shops were completed at headquarters of Troops A and C, and gasoline pumps were installed at most troop headquarters.

A physical fitness program was inaugurated in 1962. It was patterned somewhat after a United States Air Force fitness program. Fitness testing would be halted after less than two years, partially due to several officers sustaining injuries during tests.

1963

As a result of a contested case early this year, members were temporarily stopped from making arrests for speed offenses upon information received from pilots in planes and officers in radar cars. It was held that a member must witness the commission of such violations. Section 43.195 RSMo, which gives a member the right to arrest a person he has reasonable grounds to believe has violated a law relating to the operation of a motor vehicle, became law in 1965, changing this curtailment.

Night sticks were issued in September.

On October 13, legislation went into effect making the first two driving while intoxicated offenses misdemeanors, and subsequent offenses felonies. All driving while intoxicated charges were felonies previously.

Twenty officers attended special riot control training by the Kansas City Police in Kansas City, MO, in November, the month President John F. Kennedy was assassinated.

Sixteen recruits became troopers when they graduated from the Academy on March 23.

The starting salary for troopers was increased from \$375 to \$425 per month.

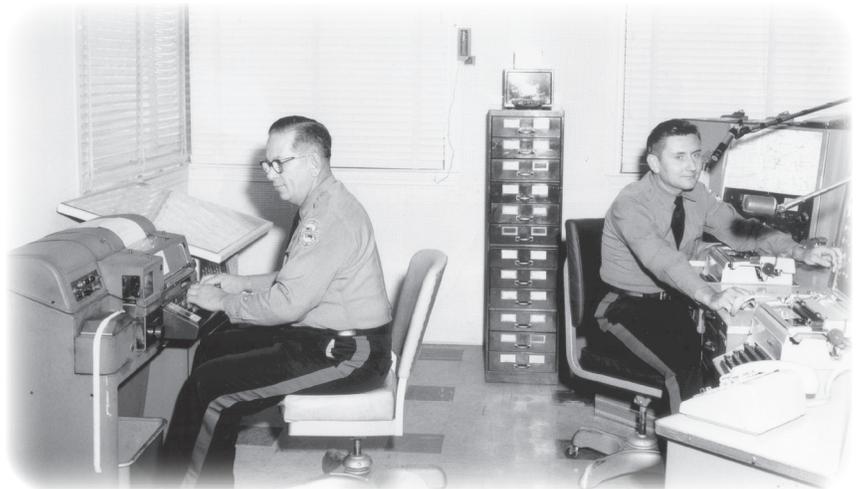
On October 24, employees moved into the new General Headquarters building in Jefferson City. Dedication ceremonies were held December 8.



Chief Operator C.O. Floyd and Operator A.M. Freuning work at the Troop C communications desk on October 20, 1962.

1964

Officers in new uniforms, but without holsters and sidearms, were assigned to the Missouri Pavilion at the New York World's Fair from April 22 to October 18. Each detail consisting of a sergeant and two troopers served approximately one month. Members provided security for the pavilion, saw that the exhibits were staffed and stocked with supplies, and were public relations experts. Because they would be asked many questions about Missouri, Col. Waggoner insisted they be especially knowledgeable on a wide variety of topics about the state. The Missouri Pavilion, a 55,000-square-foot structure enclosed by solar,



Communications Chief Ira S. Letterman (left) operates the new teletype system while Communications Engineer Joe D. Kearse listens to a call over the radio in Troop I.



Troopers illustrate the wedge formation, which was used for crowd control in 1964.

gray, heat absorbing glass, was well located near the New York, General Motors, and Alaska Pavilions. It drew more than six million visitors. Many distinguished persons toured the Missouri Pavilion including Harry and Bess Truman, Thomas Hart Benton, Governor Hearnes, Stan Musial, Joe Garagiola, and General Sverdrup. On the second day the detail was in operation, a large demonstration took place. The three officers locked and guarded the doors as the demonstrators formed a human chain around the pavilion for more than an hour. A problem which plagued the officers was a drought in New York state, which resulted in severe water rationing during most of the assignment. Details of patrolmen would be sent to the fair again in 1965.

Retraining became very specialized. Crowd control was the major

subject. Members learned about batons, the use of gas equipment, and how to function in wedge formations.

The 14 recruits graduating this year from the Academy earned 22 hours of college credit from Central Missouri State College in Warrensburg for the first time. One additional recruit trained individually in the fall.

Gasoline tanks and pumps were purchased by the Highway Patrol in September. They were lo-



On December 20, 1964, an open house was held to celebrate the new Troop B Headquarters building in Macon, MO.

cated on Highway Department property. Gasoline was purchased on a contract bid basis.

Newly elected Governor Warren E. Hearnes reappointed Hugh H. Waggoner as superintendent on December 11.

A new Troop B Headquarters building was built and dedicated. The old building constructed in 1937-38 was torn down and the new one built on the same grounds.

On November 25, 1964, Troop I radio provided information to the troopers regarding item #10371 about a man wanted for murder in Michigan. The next day, Trooper Larry D. Long was on patrol on U.S. Route 66. When he pulled into Andy's Truck Stop, he recognized the described vehicle and contacted troop headquarters with the information. Operator Joe Kearse was on the radio and asked where the vehicle was abandoned. Tpr. Long told him it wasn't abandoned; it was parked at Andy's Truck Stop Restaurant. Operator Kearse immediately called a 10-33 (emergency radio traffic only), and contacted Sgt. Claud F. Arnold and Tpr. Wayne A. Murphy via radio. Sgt. Arnold was on duty approximately 10 miles away. Tpr. Murphy was patrolling in Waynesville, MO, also about 10 miles away, in the opposite direction.

Tpr. Long drove between the gas station and the restaurant and parked, so he could see the vehicle and anyone approaching. He placed his shotgun across his lap 1/2 inch below the opening of the window. Two men came out of the restaurant, got into the car, and drove toward the trooper. They proceeded to drive completely around the trooper's vehicle before exiting in front of the gas station and onto Route 66.

The trooper followed the suspects, and their speed gradually increased to approximately 80 mph. As the two vehicles approached the intersection of Missouri Highway 133 and Route 66, Sgt. Arnold overtook Tpr. Long and the suspects. Tpr. Murphy had stopped his car broadside in the intersection and was standing in the roadway holding his shotgun. Sgt. Arnold was next to the suspects with his shotgun pointed at them. The suspect stopped and was ordered out of the vehicle. He was taken into custody. The investigation revealed the suspect's name to be Roy Weddell Thorburn. Thorburn had murdered a man after meeting

him to supposedly purchase a Jaguar. Tpr. Long traveled to Chicago, IL, to testify in federal court. Thorburn was sent to prison for murder. It was approximately five miles from the truck stop to the intersection of MO 133 and U.S. 66. The entire incident, from the time Tpr. Long saw the suspect's vehicle to the time the suspect was handcuffed took under 20 minutes.

1965

General Order 2-65 stated that, "no more than two felons or belligerent drunks shall be transported in a patrol car by a single officer, and they shall occupy the front seat and be handcuffed with the hands under one leg or behind back."

A considerable amount of legislation was passed which affected the Highway Patrol. The authorized strength of the department was increased from 505 to 650 officers. Legislation also provided for one additional major (bringing the number of majors to three), and increased the number of lieutenants from 20 to 23. Authority was given members to make an arrest for motor vehicle violations that were not committed in an officer's presence. The Missouri Legislature passed the implied consent law.

The use of the Breathalyzer instrument was begun by members of the Highway Patrol. Thirteen members attended a special training course on the operation of this instrument. They, in turn,



David E. McPherson was Missouri's first black trooper.



This photo of the Fingerprint Section at General Headquarters was taken in 1965.



Colonel E.I. (Mike) Hockaday



Troopers attended breathalyzer training in 1965.

instructed most troop officers so that Breathalyzer tests might be administered to suspected drunk drivers.

Two training classes for recruits were held in Rolla. Nineteen recruits began their training on August 1. Forty recruits entered the Academy on October 15. The department's first black trooper, David E. McPherson, was in the second group.

Colonel Hugh H. Waggoner became ill and died suddenly on November 10 after a speaking engagement in Poplar Bluff. Lieutenant Colonel E.I. (Mike) Hockaday was named superintendent on November 16. Col. Hockaday had been the assistant superintendent since October 1, 1957, and had held every rank since his appointment on July 1, 1937.

1966

General Order 2-66 required officers to purchase nylon fluorescent orange raincoats before 1970, replacing yellow raincoats. Two paper blankets for use at traffic crashes were placed in each car.

In April, the department began the Vehicle Code Violation notice program. The objective of the program was to improve the condition of motor vehicles as well as to correct other motor

vehicle violations. When an officer noted a violation, which in his opinion did not justify an arrest, he could elect to issue a notice. The violator was given a specified number of days to make the correction, have an officer certify the notice and mail it to the Highway Patrol. Failure to comply could result in a warrant being issued for arrest. The Vehicle Code Violation notice program was phased out in December 1974.

Also in April, the Highway Patrol's General Headquarters building in Jefferson City was named the Hugh H. Waggoner Building in honor of the late superintendent.

A detail consisting of a permanently assigned sergeant and two officers from Troop F reported for security duty at the Governor's Mansion midyear. A sergeant who had been assigned full time to Missouri's governor for about three years continued in that work. The officers from Troop F would be changed every three months. A directive in February 1965 informed each troop that one uniformed man would be supplied for the governor's safety when he was in each troop area.

The Federal Highway Safety Act passed this year. It would have a broad and pronounced impact on vehicle safety and highway engineering and laws in the various states. Ten safety standards were initially passed. Resources made

available by the Safety Act provided management training for many Patrol members. Vast amounts of equipment, including radar and radios, also were made available to the department through federal funding.

Three classes of recruits (99 men) were trained at the Academy in Rolla during the year.

1967

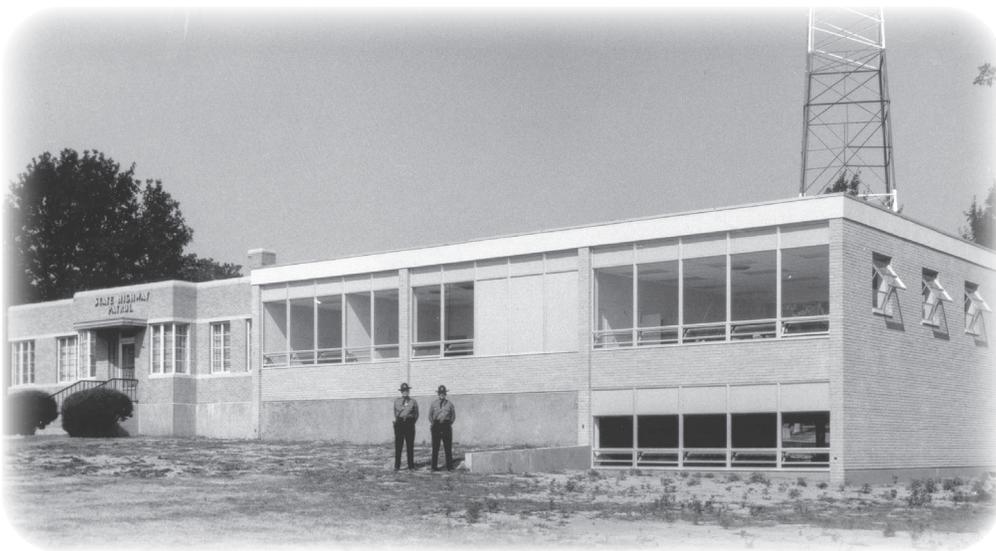
Several building projects were completed including the new Troop C Headquarters in Kirkwood, an addition to Troop I Headquarters in Rolla, a new supply building at General Headquarters, and standby emergency



This photo of a driver education class at Troop C was taken in 1966.



The new Troop C Headquarters in Kirkwood, MO, was completed in 1967.



Troop I Headquarters in Rolla, MO, added an addition to their building in 1967.



This educational exhibit trailer helped the Patrol share safety messages with the public in 1967.

power houses in St. Joseph and Springfield. Construction began in December on a new 20,000-square foot troop headquarters in Lee's Summit.

The 74th Missouri General Assembly passed several pieces of legislation affecting the department. It authorized 100 additional officers, bringing the authorized strength to 750, and created the rank of corporal. On October 13, 1967, nine separate special orders, one for each troop, promoted 73 troopers to the new rank.

A motor vehicle inspection law was passed to comply with the new Federal Highway Safety Standards. Supervision of the motor vehicle inspection program was placed under the Patrol, and Sergeant Ernest W. VanWinkle was promoted to lieutenant and made director of the program. The legislature also passed a law requiring a special license to operate a motorcycle, as well as a motorcycle helmet law.

Twenty-seven .243-caliber Remington rifles were purchased in March. Six men from each troop were selected for special sniper training.

Other highlights of 1967: Chemical mace and riot helmets were issued; the Patrol purchased a custom built 10 x 50-foot mobile educational exhibit trailer; two recruit classes, totaling 79 men, graduated from the Academy; the last of the original members, Captain David E. Harrison, retired on June 30; and the position of chief of staff was created.

1968

A project of nationwide rapid computer response to stolen vehicles and property and wanted information was initiated by the FBI in 1965. On January 2, 1968, Missouri troopers gained the ability to query the National Crime Information Center (NCIC) in Washington, D.C., via their car radios.

Over 200 officers reported to Kansas City in April to work in conjunction with the Kansas City Police Department to quell rioting, bombing, and looting in the eastern part of the city. This special detail was in response to racial tension following the assassination of Dr. Martin Luther King Jr. early that month. The detail lasted 10 days.

Plans were being made for a new Highway Patrol Training Academy at General Headquarters in Jefferson City.

The motor vehicle inspection law was to become effective on January 1, 1969. However, because an inspection could be made 30 days prior to the day on which the annual registration fee was paid, it was necessary to begin the inspection program on December 1, 1968, to serve those vehicle owners whose licenses were due for renewal in January. The Patrol was responsible for investigating a station or dealer to determine if it

qualified; giving written and practical examinations to prospective inspector-mechanics; and periodically checking inspection stations to ensure that they were following guidelines laid down by the superintendent. Thirty-one officers were trained to become MVI program supervisors.

A new promotional system was instituted in March, consisting of four phases: performance evaluation, longevity, a written examination, and an interview by staff officers.

Recruit classes graduated from the Patrol Academy in May, September, and December. A total of 99 new officers came from the three classes.

1969

Trooper Jesse R. Jenkins, 29, was killed in the line of duty on October 14 by Robert Melvin Thomas. The incident took place in the office of the Montgomery County Sheriff. Thomas grabbed a .38-caliber revolver from Sheriff Clarence Landrum's holster and shot Tpr. Jenkins. The trooper, in an exchange of gunfire, killed Thomas. Tpr. Jenkins had been a member of the Patrol since October 1, 1967.

On May 12, over 200 members of the Patrol were called to Lincoln University in Jefferson City to help quell a disturbance on the campus. About 200 students refused to leave the Student Union



Sgt. Thomas V. Poindexter and Tpr. Harold L. Thompson prepare to inspect school buses in Troop A.



Trooper Jesse R. Jenkins

until a list of demands was met by the administration. The demonstrators did leave voluntarily, however, when helmeted officers appeared and an injunction was read ordering them to vacate the premises. Later in the month, violence erupted once more when arson, sniper fire, and vandalism occurred on the campus. Troopers patrolled the campus for several days until the school term ended.

A computer was installed at General Headquarters in February. Two months later, computer operations were placed in the newly created Data Processing Division. Seven people were assigned to this new division.

Metal uniform nameplates were replaced by larger, blue, plastic nameplates on October 23.



A task force of over 200 troopers was called to Lincoln University campus twice during the month of May 1969 as a result of student disturbances. Pictured are some of the demonstrators at Lincoln University.

Construction on the Law Enforcement Academy in Jefferson City started in 1969. It would be a three-building complex.

The new Troop A Headquarters was completed and dedicated on October 9.

Two recruit classes (60 men) completed training at the Rolla Academy in 1969.

“Otto-The Talking Car” made his first appearance at the Missouri State Fair. A 1931 Model A Ford Roadster Patrol Car, Otto featured a fiberglass face and a large trooper hat mounted on its radiator. He not only could speak (thanks to help from the safety officers), but could blink his eyes, blow smoke from under his hat, blow his own horn, move his front wheels, open his own door, and clean his own windshield with his wiper blades. Otto entertained crowds with his antics as well as educated the public on safety issues.



The new Troop A Headquarters in Lee's Summit, MO, was dedicated October 9, 1969.