

1931

Senate Bill 36 provided for a superintendent who would serve at the pleasure of the governor, 10 captains, and 115 patrolmen. On July 21, Lewis Ellis of Bethany was named the first superintendent by Governor Henry C. Caulfield. Colonel Ellis appointed Lewis Means to be the Patrol's first captain. Ellis, Means, and Marvin Krause, an attorney from the Highway Department, made a detailed study of other Patrol systems, which were in operation in the eastern states, to formulate plans in organizing the Missouri State Highway Patrol.

Approximately 5,000 applications were received for the initial appointments to the Highway Patrol. Applications were sent out from and processed in office space provided by the chief clerk of the House of Representatives. This office space was the first Patrol headquarters and it remained as such until 1938, except during the legislative sessions, when the headquarters was moved to privately owned buildings nearby.

The complement of 115 patrolmen and 10 captains, as provided by law, was not possible because sufficient funds were not appropriated. Thus, a superintendent and 55 men were chosen.

On October 5, the first Highway Patrol recruit class began six weeks of intensive training at the St. Louis Police Training Academy.

Upon completion of training, each man was assigned to one of six troops located in various parts of the state. They were given one week to prepare their move to their assigned locations. The six troop headquarters were: Troop A, Kansas City; Troop B, Macon; Troop C, Kirkwood; Troop D, Joplin; Troop E, Sikeston; and Headquarters Troop, Jefferson City. A captain was placed in charge of each troop. The captain serving in Jefferson City was not only the commander of Headquarters Troop, but the executive officer for the entire department.

The motor vehicle fleet for these first patrolmen consisted of 36 new Model A Ford Roadsters, a Ford sedan, a Plymouth sedan, an Oldsmobile, a Buick, three Chevrolets, and 12 Harley Davidson,



Colonel Lewis Ellis

three Indian, and two Henderson motorcycles. The Roadsters, which cost \$413.18 each, had twin Klaxon horns, a spotlight, a fire extinguisher, a first aid kit, and an electric "Patrol" sign behind the right side of the windshield. All vehicles had license plates with the words "State Patrol" in bold letters but there were no decals on the sides. None of the vehicles had sirens and there were no heaters in the cars.

On November 23, the members of the Highway Patrol reassembled in Jefferson City for final instructions. Their new uniforms consisted of a French-blue whipcord blouse, breeches of dark blue whipcord, Pershing style cap with French-blue top, Sam Browne belt and holster, and boots. Noncommissioned officers wore black leather, gunmetal finish insignia, and a dark blue band on the cap. Commissioned officers wore brown leather, gilt buttons and insignia, and a royal blue mohair stripe band on the cap. Noncommissioned officers' boots were fully laced. Commissioned officers wore boots without laces. The only weapon issued to and worn by each member was a .38-caliber Smith and Wesson revolver.

1933

On the following morning, November 24, the original force of the Missouri State Highway Patrol began patrolling the highways. Those with roadsters were told to drive with the top down except in inclement weather. Colonel Ellis wanted the public to be aware that these drivers were officers of the new Missouri State Highway Patrol.

The patrol cars were not radio-equipped so messages from troop headquarters had to be phoned to officers at contact points. Each trooper set up a system of service stations, restaurants, and other businesses as key contact points. A trooper's salary was \$125 a month.

1932

The Highway Patrol quickly made a name for itself. In 1932, members of the Patrol made over 3,800 arrests, recovered 381 stolen cars, arrested 14 bank robbers, and solved several murders. The men worked at least 12 hours a day. Personnel was increased to 74, including two secretaries.

A small decal bearing the state seal and "Missouri State Highway Patrol" was placed on the doors of cars. A new light for stopping motorists at night was mounted on right front fenders. This head lamp displayed "STOP" when turned on.

In April, when members completed their six-month probationary period, troopers received \$145 a month.

Even though the Highway Patrol continued to gain support from people throughout the state, bills were introduced in the House and Senate to abolish the department. Both bills died in committee. However, 10 officers were dismissed and salaries for patrolmen were reduced to \$130 a month as a result of budget cuts.

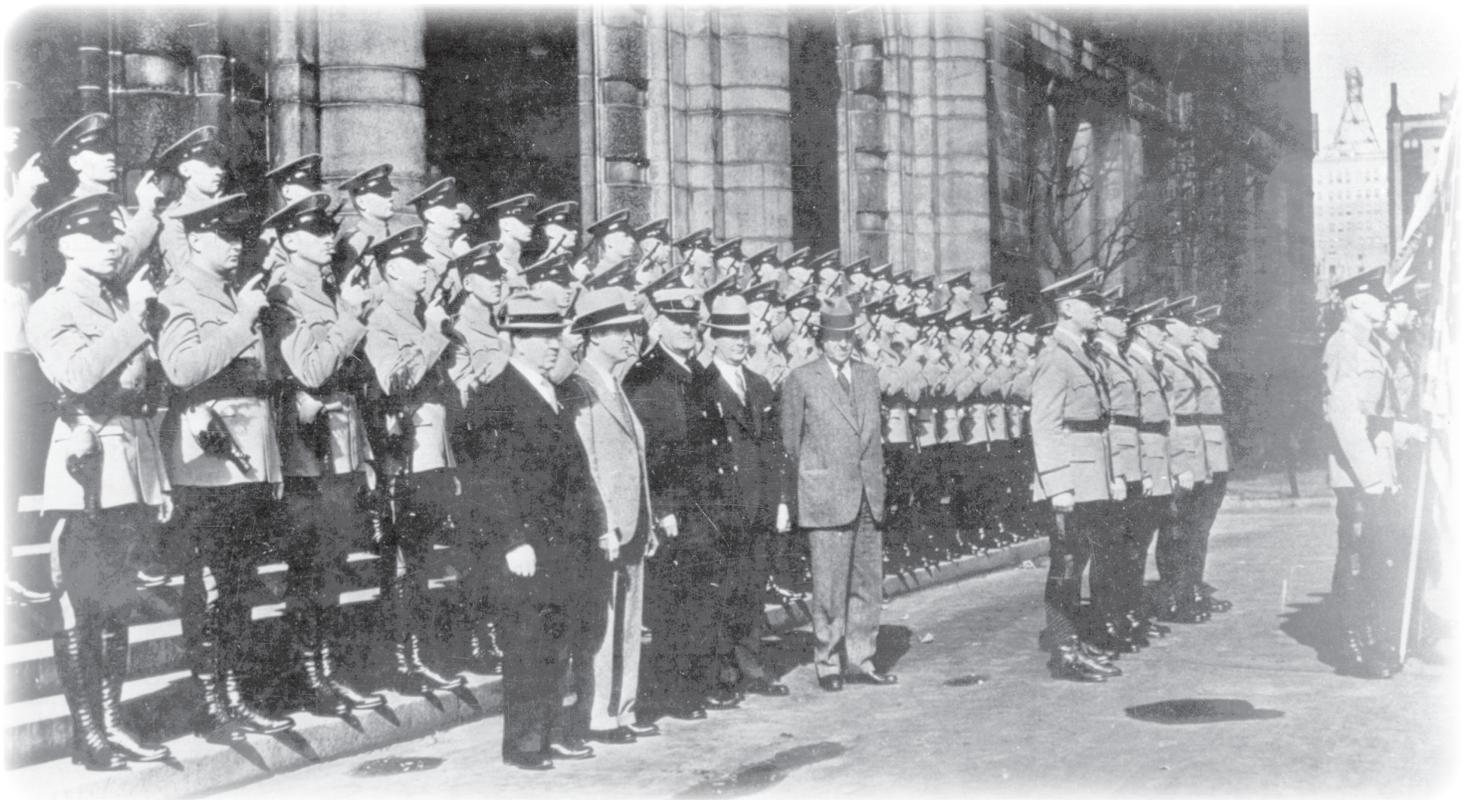
Communications improved with the installation of standard public broadcast receivers in cars and a teletype (TWX) system to transmit messages from



Sgt. Ben Booth became the first trooper killed in the line of duty — 1933.



The first class of recruits are shown in a classroom at St. Louis Police Training Academy in 1931.



Pictured is graduation day for the First Recruit Class. The new troopers had one week to prepare their move to their assigned locations.



Tpr. Harry A. Hansen keeps watch while children cross the highway.

Sgt. Eugene P. Clark takes aim during a pistol match in 1935.

General Headquarters to the troops. The state-owned radio station WOS, located in the Capitol building in Jefferson City, was placed at the disposal of the Highway Patrol. Radios were installed in patrol cars and kept tuned to WOS. Officers listened for information or instructions to call a certain telephone number. In July, the Missouri Legislature turned WOS over to the department. The station was operated on a part-time basis by the Patrol until 1936.

B. Marvin Casteel of St. Joseph was appointed superintendent in May by Governor Guy B. Park to succeed Colonel Ellis. Colonel Casteel was the first superintendent to wear a uniform.

On June 14, Sergeant Benjamin O. Booth became the first member of the Missouri State Highway Patrol to be killed in the line of duty. Booth and Sheriff Roger Wilson of Boone County stopped a car occupied by two men at a roadblock set up following a bank robbery at Mexico, MO. One of the men, George McKeever, shot and killed Sergeant Booth. The other man, Francis McNeily, shot and mortally wounded Sheriff Wilson. An extensive investigation and manhunt followed with the two men eventually being captured. McKeever died for his crime on December 18, 1936, on the gallows in Fulton, MO. McNeily received a sentence in the penitentiary.

Also in 1933: Troop D Headquarters was moved to Springfield in May; members were selected to attend the World's Fair in Chicago; the Patrol began keeping auto theft records in November; patrol cars were equipped with riot guns and tear gas equipment; members began wearing the felt hat with the chin strap in September; the use of motorcycles for regular patrol was discontinued; all new cars were coaches and equipped with heaters; and 12 officers were assigned duty at the State Fair in Sedalia.

1934

The Bureau of Identification was established on August 1. Over 10,000 fingerprint records were on file by the end of the year. A weekly bulletin was prepared and mailed to members of the department by the bureau. It contained lists of escaped state prisoners, fugitives, criminal apprehensions, penitentiary releases, and missing persons. The



Colonel B. Marvin Casteel

PATROL BULLETIN was published until 1975.

Thirty-caliber rifles were distributed to members in August of this year.

1935

Missouri's first traffic safety program was launched by the Highway Patrol. The campaign stressed careful driving and strict adherence to the rules of the road.

The complete operation of station WOS was turned over to the Highway Patrol.

Troop F became an official unit replacing what had been called Headquarters Troop. Dent, Laclede, Phelps, and Pulaski counties were taken from Troops E, D, and C, respectively, and placed in Troop F. Perry County was taken from Troop E and added to Troop C.

In July, a training class was held at Camp Clark in Nevada, MO, for 35 troopers.

Heavy, blue, wool overcoats replaced the leather coats worn by officers.

1936

Communication was greatly improved in 1936 with the installation of a radio-tele-type transmitter at General Headquarters which enabled the Highway Patrol to communicate with other police agencies within the state. A short-wave AM radio system was also put into operation. Full-time station-to-car communication over a special police frequency began in March. In the early part of 1936, WOS went out of existence. A converted station using the call letters KIUK took its place as a communications center.

The criminal laboratory was opened in May.



Members received First Aid training for the first time in 1936. The Red Cross emblem was added to the uniform above the left elbow.



Tpr. Leon Rumans stands near a 1937 Ford.

Tpr. Kenneth K. Johnson is wearing a wool overcoat with his leather on the outside of his coat — 1935.



1937

In cooperation with the National Safety Council, the Highway Patrol became more involved in traffic safety education. Members appeared at schools and public gatherings giving talks on the causes of accidents and the problems of enforcement.

For the first time, the Patrol advocated a compulsory accident report. The department also urged a compulsory driver's license examination program.

Approval was received from the legislature for six troop headquarters' buildings, each with 1,000-watt radio stations. Land was acquired and construction on two of the buildings was nearing completion at the end of the year. Several civilian radio operators were employed, so that they would be trained when the first stations were opened. The sergeant in charge of the Radio Division was promoted to captain.

A one-month training class for 36 men was held at Camp Clark in Nevada, MO. The graduation of

these men on August 2 brought the Patrol up to its full authorized strength of 125 for the first time.

Longevity pay increases for members after each five years of service was authorized by law.

Officers began wearing shoulder patches on their blouses.

1938

Six identical troop buildings were built and placed into operation. (Each troop headquarters except Troop F had previously been in a Highway Department district building.) A radio communications system was also installed in each of the new headquarters' buildings. This system enabled each troop to broadcast to patrol cars in their respective troop areas. Nearly 25,000 messages were handled by radiotelegraph.

Headquarters was moved from the Capitol to the Broadway State Office Building in Jefferson City.



In 1938, General Headquarters was moved from the Capitol to the Broadway State Office Building in Jefferson City.



Pictured is Mr. Harry Duncan in a 1938 communications center.

A new law required that each driver have a driver's license. The license cost 25 cents. Checking for driver's licenses became an important part of Patrol work.

The Highway Patrol participated in the American Legion Boys State program in Fulton, MO, in June.

1939

The authorized strength of the Highway Patrol was increased to 175 by the Missouri Legislature. This strength was reached with the November graduation of 52 recruits at Camp Hawthorne near Kaiser, MO.

Members of the Patrol were assigned to the football detail at the University of Missouri-Columbia for the first time.

Twenty-four radio operators were now employed to maintain 24-hour communications from the six new troop radio stations in the state.

On December 1, Colonel B. Marvin Casteel resigned to become director of the Missouri Public Works Administration. Captain Albert D. Sheppard, Troop E, became acting superintendent.



*Acting Superintendent
Captain Albert D. Sheppard*