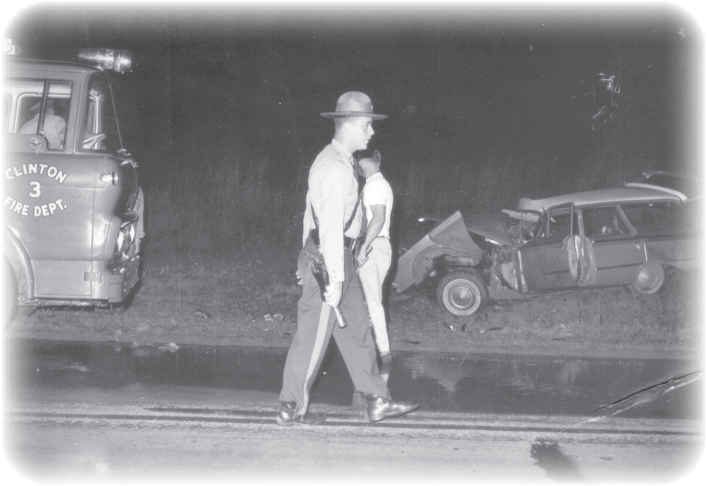
1960

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.

Seventeen recruits were trained in Rolla this year.

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.



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

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.

Governor John M. Dalton reappointed Colonel Hugh H. 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.

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.

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.

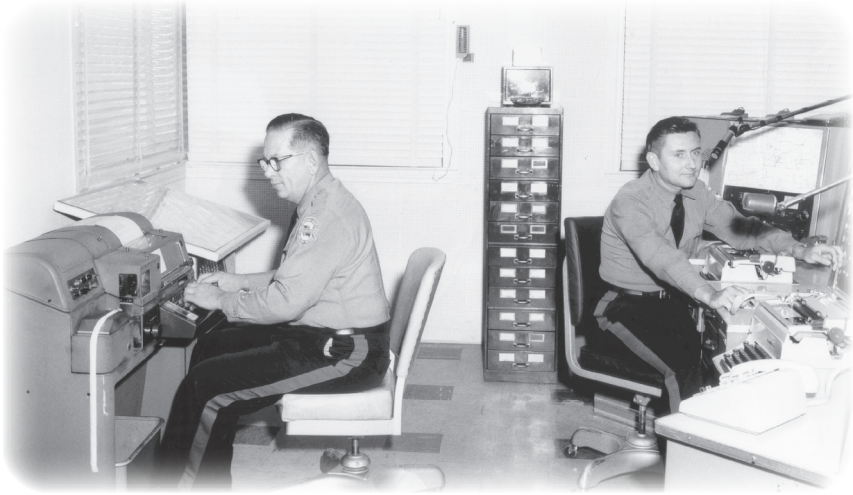
The full strength of 505 officers was reached on June 9, when 37 men graduated from the Academy in Rolla.

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



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.

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.

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.

Sixteen recruits 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.

1964

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 received 22 hours of college credit from Central Missouri State College in Warrensburg for the first time.

Gasoline tanks and pumps were purchased by the Highway Patrol in September. They were located 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 December 20, 1964, an open house was held to celebrate the new Troop B Headquarters building in Macon, MO.

Colonel E.I. (Mike) Hockaday

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

Troopers attended breathalyzer training in 1965.

1965

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 are not committed in an officer's presence. The implied consent law was also passed by the Missouri Legislature.

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, 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. On October 15, forty recruits entered the Academy. The department's first black trooper, David E. McPherson, was in this 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. Colonel Hockaday had been the assistant superintendent since October, 1, 1957, and had held every rank since his appointment on July 1, 1937.

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

1966

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.

The PATROL NEWS was published in its present format for the first time in July. This official publication of the Highway Patrol would serve as a means of keeping personnel informed of the activities of the department. Mr. H. Dean Hollis assumed the position of editor. (From May 1945, until July 1952, the PATROL NEWS was published with emphasis on humor and dramatic sketches. Sergeant Franklin W. Shadwell was the principal writer of this publication.)

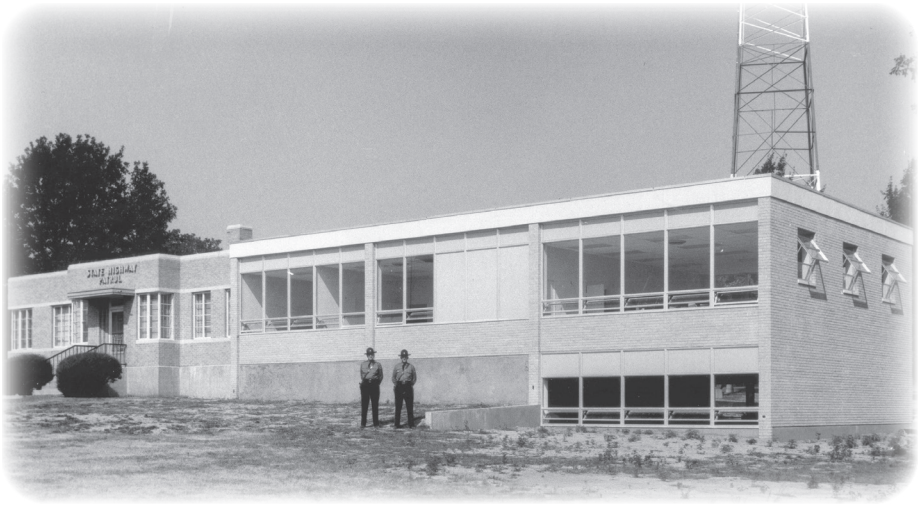
The Federal Highway Safety Act was passed this year. It would have a broad and pronounced impact on vehicle safety and highway engineering and laws in the various states. Ten safety standards were initially passed. Resources made available by the Safety Act provided management training for many Patrol members. Vast amounts of equipment, including radar and radios, also were made available to the department through federal funding.

Three classes of recruits (107 men) were trained at the Academy in Rolla during the year.

1967

This was a very busy and eventful year for the Missouri State Highway Patrol. 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

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.

emergency power houses in St. Joseph and Springfield. Construction was started 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. 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.

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. Captain John A. Berglund was promoted to major and assumed this new position.

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 were able 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 con-

junction 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.

Remodeling of the Motor Equipment Division office and storage building on the Troop F grounds took place in 1968. Plans were also 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, Troop F, 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 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

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

Trooper Jesse R. Jenkins

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.

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.

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.

Sixty men completed recruit 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.