

1940-1949

1940

The department acquired a quartz spectrograph in 1940. This equipment measured the ability of a substance to emit or absorb radiations of definite wavelengths, recorded them on a photographic plate, then compared to known standards to identify even minute particles.

The Highway Patrol's Safety Squadron was organized in April. The squadron toured the state working traffic by selective enforcement and promoting traffic safety. The squadron fleet consisted of 13 white motorcycles, one white Ford coupe with house trailer, four white panel trucks, and two white coaches. Members of the squadron had radio communications with one another and the nearest troop headquarters.

At 2 p.m., June 5, 1940, Troop D Radio Operator Russel Wilcox sat at the radio in Springfield and idly flipped the knob on the radio receiver. The equipment was set up to receive on all short wave and amateur bands, and without warning, a distress signal was heard. An amateur radio operator in Pender, NE, a town of about 1,200 people 75 miles northwest of Omaha needed assistance. Oper. Wilcox switched his transmitter to that frequency and identified himself. The amateur operator told him Pender had been inundated by a heavy rainstorm, the town was badly flooded and getting worse, and all telephone lines were down. The residents of the town were in dire need of assistance, but they had no way of communicat-



*Acting Superintendent
Captain William J. Ramsey.*

ing their predicament to the outside world. Water was rising inside the house from which he was transmitting. Oper. Wilcox immediately notified the Southwestern Bell Telephone Company in Springfield, and they connected him directly to their Omaha office. For the next hour and a half, he maintained radio contact with the amateur operator and relayed messages to the Red Cross and other authorities in Nebraska via the telephone connection. Those messages made an 800-mile round trip in a matter of seconds, and Pender, NE, got the help it needed.

Orders were given to peak the crowns of all hats. Some officers had taken it upon themselves to peak their hats, others had not. A similar problem related to the caps — some either removed or changed their grommets to create a “rakish” look.



The Patrol's Safety Squadron was organized in 1940.

New equipment issued in 1940 included: Peerless brand handcuffs, with swivels between, replaced the flash-back cuffs; crash templates were issued; and a combined unit of siren and red light was mounted on the left front fender of each patrol car. (Sirens were mounted behind grilles previously.) It was soon found that ice would form in the siren in the winter making it inoperative, and the extra weight would cause the fender to vibrate so much that reinforcement was necessary.

On December 23, Captain William J. Ramsey became acting superintendent replacing Acting Superintendent Sheppard, who was called to active service with the National Guard. The winds of war were approaching the United States.

Although at the same time, six men were trained and became troopers in 1940.

1941

The Missouri State Highway Patrol had now been in existence for a decade. It was well accepted by the citizens of Missouri and had established a good reputation.

War conditions brought new responsibilities. These duties included escorting military convoys; making emergency war surveys for hospital facilities, airports, and private airplanes; searching for Selective Service violators; conducting un-American activity investigations; and making investigations to determine if persons were security risks.

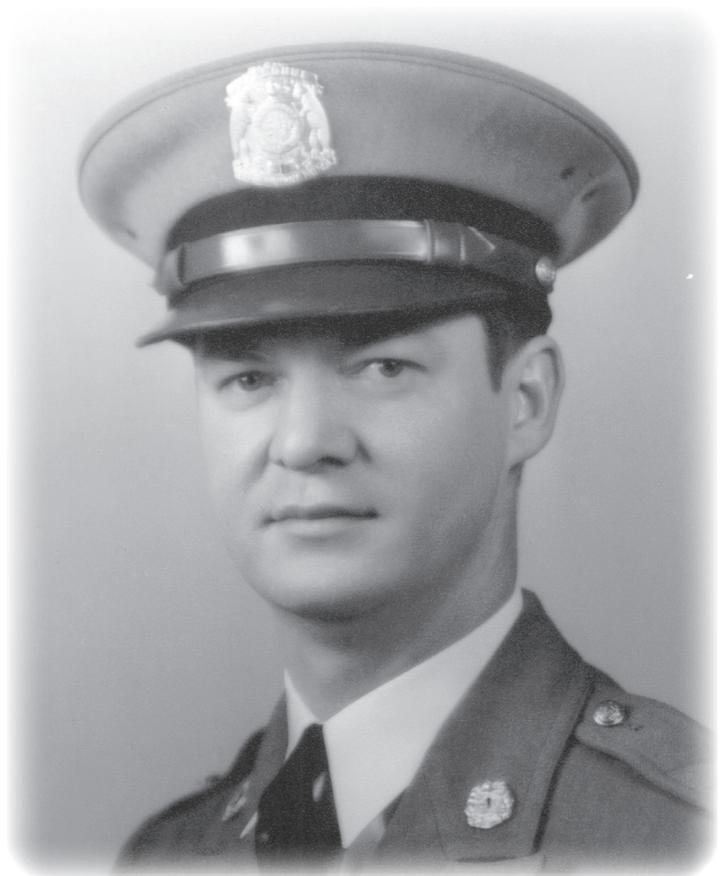
Governor Forrest M. Donnell appointed Mr. Stanley Ginn, an attorney from Aurora, MO, superintendent on November 12.

One of Colonel Ginn's first actions was to correct what he believed was an inequity regarding officers' salaries. Since graduation day of the original class, there had been sergeants, but the rank and salary of a sergeant was not specified in law. Over the years, several grades of sergeant came into being, each with different stripes. In each troop, there was a first sergeant, often referred to as the troop sergeant, and one or more sergeants with three stripes who supervised certain area personnel. In General Headquarters, there had been tech sergeants and a sergeant major. All sergeants, no matter what their grade, received a base salary of \$150 a month; troopers received \$145. Since the law only provided for the ranks and salaries of the superintendent, 10 captains, and 165 patrolmen, Col. Ginn altered the pay scale so both sergeants

and troopers would receive \$150 per month. This policy remained in effect until 1943 when the statutes were changed to provide differentiation in salaries for patrolmen and sergeants.

State Attorney General Roy McKittrick issued an Attorney General's Opinion in 1941, which stated that members of the Missouri State Highway Patrol could not legally engage in any activity, including criminal investigations and arrests, off the state's highways. He based that opinion on a provision of the state constitution which mandated highway funds be used solely for highway purposes. The Patrol was funded totally from highway funds at that time; therefore, nonhighway-related activities were constitutionally prohibited. The opinion, which was based on sound constitutional evidence, unleashed public backlash and a storm of editorials supporting the Patrol's work. In 1943, legislation passed, granting the Patrol authority to investigate any crime of any nature anywhere in the state. That corrected the problem identified by the attorney general and was supported strongly by Missouri citizens.

Two members of the Highway Patrol were killed in the line of duty in early December.



Colonel M. Stanley Ginn



Trooper Fred L. Walker



Trooper Victor O. Dosing

Trooper Fred L. Walker, 33, was mortally wounded on December 3 near Ste. Genevieve. Tpr. Walker had picked up two young men on Missouri Route 25 for investigation, handcuffed them, and placed them in the back seat of his patrol car. After traveling about a mile, one of the subjects pulled a hidden gun. Tpr. Walker was shot and pushed from his car. The young men were later apprehended in Perryville, MO. Both men were sentenced to 99 years in prison. Tpr. Walker died in a St. Louis hospital.

On December 7, Troopers Victor O. Dosing, 34, and Sam Graham went to the Coffee Pot Tavern, near Gallo-way, MO, to ques-

tion a murder suspect. They were approaching a second floor door on an outside staircase when the suspect suddenly opened the door and fired two shots from close range at the troopers. One shot killed Tpr. Dosing and the other seriously wounded Tpr. Graham. After the killer's revolver jammed, he took Tpr. Dosing's revolver and killed himself.

An early version of a satellite headquarters, complete with radio transmitter, was first established in 1941 in Waynesville, MO, after construction of a gigantic U.S. Army training center in Pulaski County officially began December 3, 1940. The military installation was designated Fort Leonard Wood on January 8, 1941. Soldiers began moving onto the post in April 1941. Their numbers rapidly grew to over 50,000, and brought with them many new and diverse law enforcement problems. The satellite headquarters in Waynesville worked so well, it was the model for a similar operation in Troop D in Neosho, MO, when expansion of Camp Crowder began later that year.

Three men trained and became troopers in 1941, after being hired in May, June, and September.

1942

The United States was in the midst of World War II. By the end of the year, 43 members of the Patrol would be in the armed forces.

A class of 19 men graduated from training at the Pete James Gymnasium in Jefferson City, in February 1942. One additional man joined the Patrol and was trained to be a trooper in 1942.

Complaints were received that patrol cars were not distinctly marked. Trooper Thomas W. Pasley, with a can of paint, yardstick, and brushes, tra-



In 1942, the Missouri State Highway Auxiliary Patrol was formed to handle emergencies during World War II. Pictured are members of the Auxiliary Patrol.



Pictured is the Gray Summit weight station in 1942.

versed the state on his motorcycle painting “State Patrol” in bold letters on cars. Car numbers were also placed on the vehicle’s top for the first time. (Tpr. Pasley had designed and painted the special artistry for the Safety Squadron in 1940 and would, in 1948, design the car decal in use today.)

The Missouri State Highway Auxiliary Patrol formed in March 1942. Thirty schools were set up throughout the state to train approximately 1,000 auxiliary highway patrolmen. There were 16 weekly two-hour sessions. Nearly all auxiliary applicants were either applicants for the Patrol or members of the American Legion. Applicants for the unit were exempt from age requirements for

members, received no pay, had no police authority, and used their own cars. A number of them were World War I veterans or men who were not otherwise qualified for military duty. Several went on to become full-time members of the Patrol. Each furnished his own uniform and private car equipped with a standard radio if he had one. Patrol communication personnel adjusted their radios so they could be tuned to the Patrol network. The auxiliary was created to handle emergencies that might arise during the war, such as air raids, blackouts, evacuations, or duties involving a large number of personnel (helping to direct military convoys).

Each troop commander appointed a member to directly supervise the auxiliary patrolmen. The initial plan was for each of the Patrol’s 30 zones to have 20 auxiliary officers for a total of 600 auxiliary officers statewide. However, membership in the new force numbered 1,047 men as many dedicated citizens were anxious to do their part in the war effort and to assist the Patrol and their communities. Auxiliary officers were distinctly uniformed in a cotton twill copy of the regulation Patrol uniform with an “overseas” cap. Each auxiliary officer was expected to ride with a member on duty two nights each month. Schedules and duties varied greatly from one area to the next depending on the local need.



The 1942 Chevrolet was the first patrol car to have “State Patrol” painted in bold letters on the side doors. In this photo, Tpr. Tom Pasley is seen painting a patrol car.

Some officers who had recently resigned for other work requested reinstatement to the Patrol and were rehired. One of those re-employed in that manner was a former trooper from Lebanon, MO, Hugh H. Waggoner, who would later be appointed colonel.

FM car transmitters permitting two-way communications with fixed stations over distances of 50 to 60 miles appeared on the market in 1941. Ten experimental units were installed in cars that year. This experiment was very successful and all Patrol cars were so equipped in 1942.

The operation of Missouri's weight stations was taken over from the Highway Department on June 1. The weight stations were located at Savannah, Kansas City, Macon, Hannibal, Imperial, St. Charles, Gray Summit, Carthage, Springfield, Cape Girardeau, and Kingdom City.

On July 1, members were told to purchase trousers and military oxfords to be worn in the summer instead of boots and breeches.

1943

Eighteen new troopers completed six weeks of training in Sedalia in January. Three men were hired and trained to be troopers during the year, and another 12 recruits completed training on September 4 at Jefferson City High School. Four, one-week retraining schools were held at Sedalia during April and May.

Two troopers were killed in the line of duty in 1943. Trooper Charles P. Corbin, 26, was killed on September 15, in Jasper County in a collision with



Trooper Charles P. Corbin



Trooper Ross S. Creach

a tractor-trailer truck which was on the wrong side of the road. The tractor-trailer truck driver was charged with manslaughter, but the charge was eventually dismissed. On December 12, Trooper Ross S. Creach, 24, was directing traffic at the scene of a traffic crash in Shelby County, when he was struck and killed by a vehicle operated by a drunken driver. The driver was arrested and sentenced to four years in the state penitentiary.

Changes in the Highway Patrol law authorized 10 percent of Patrol appropriations to be taken from the general revenue fund instead of highway funds. This enabled the department to resume with its criminal work. Other changes included a

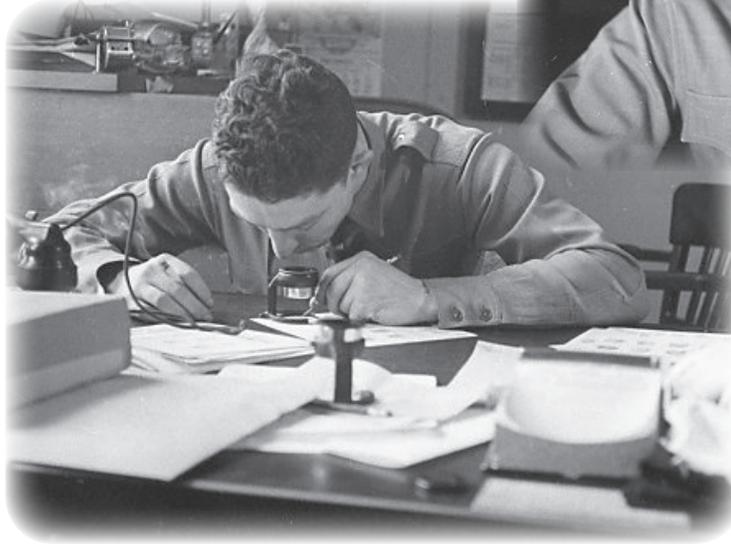


In 1943, women were employed as radio operators due to the manpower shortage caused by World War II. Here, Doris Jean Pinnel and Ruth Arlene Boddy work at the radio console.

\$10 monthly uniform allowance and the creation of the ranks of lieutenant and sergeant. Prior to the rank of lieutenant, the Patrol used three different sergeant ranks (tech sergeant, troop sergeant, and master sergeant).

Other notable events in 1943: Several women were employed as radio operators due to the manpower shortage caused by the war. The title of radio dispatcher was created. Four members were given this title and transferred to the control station KHPF in Jefferson City.

One trooper died in military service: Almost immediately after reporting to the Philippines in 1941, Trooper James D. Ellis was wounded at the Battle of Bataan and taken prisoner. He died in a Japanese prisoner of war camp in June 1943, the only member to lose his life in World War II.



Tpr. J.D. Ellis

Tpr. J.D. Ellis performs a fingerprint comparison.

1944

Traffic fatalities were increasing in the state, particularly at railroad crossings. In the early part of 1944, the Patrol worked with several other state agencies in sponsoring the first high school driver education program in Missouri.

Governor Forrest C. Donnell appointed Captain Otis L. Wallis acting superintendent on August 25. Col. Ginn had been granted a leave of absence to enter the United States Navy.

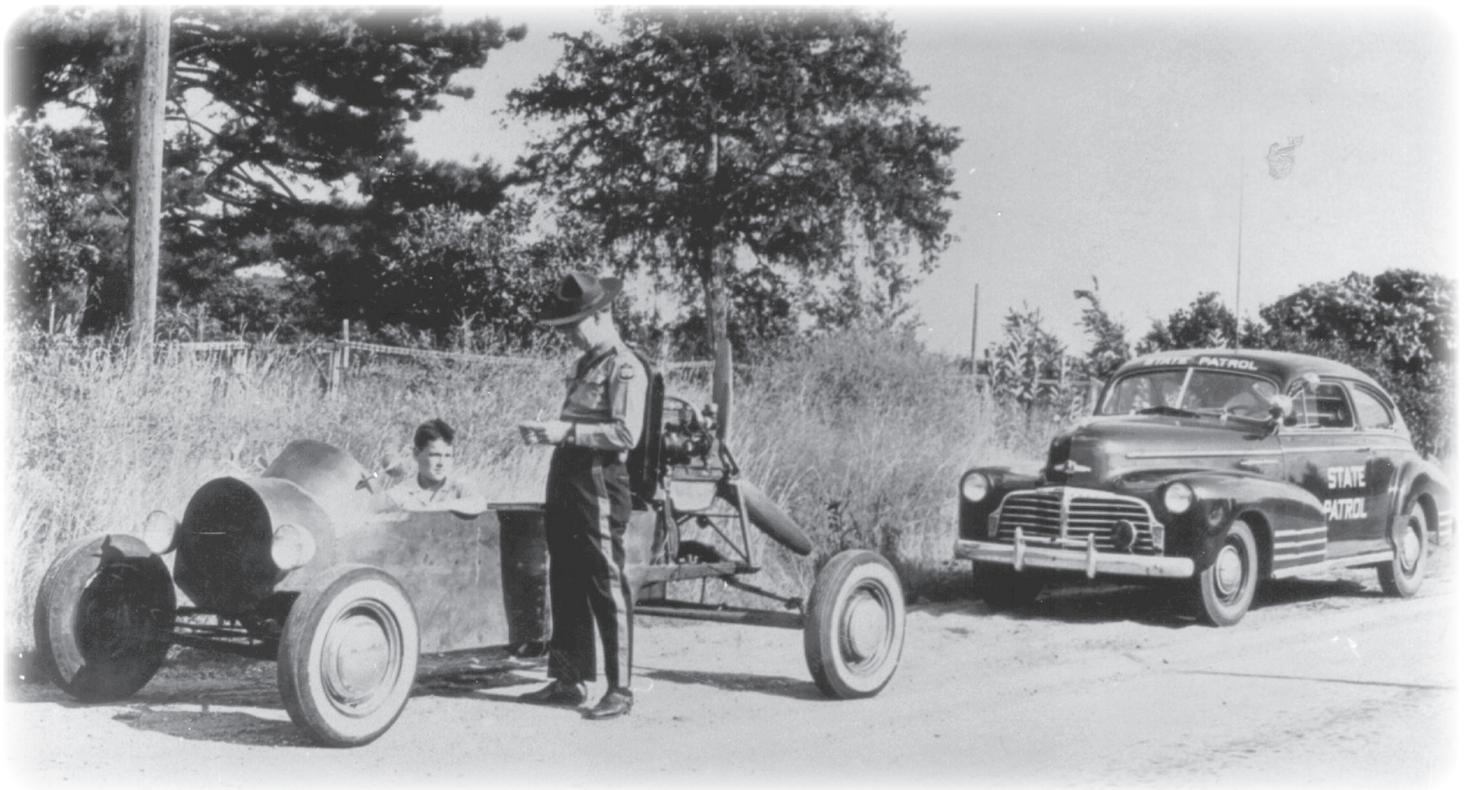
Commercial weigh stations became operational at Cabool, MO, and Waynesville, MO, in 1944.

Each member was required to give a 10-minute talk at the annual retraining school held at the Lake of the Ozarks. Trooper R.A. Hollmann made the point that shoulder patches should be worn on shirts by telling a story about his identity being questioned.

Officers, radio operators, and weigh clerks were first authorized four days leave per month on December 1.



Acting Superintendent — Captain Otis L. Wallis



Tpr. Harry A. Hansen is concerned about the safety of the driver of this unique propeller-driven vehicle built in Paris, MO, in 1945.

1945

On January 1, members began to wear the Patrol shoulder patch on the shirt. Prior to this time, it was worn only on the blouse.

On February 13, Trooper Hugh H. Waggoner, 34, was appointed superintendent by newly elected Governor Phil M. Donnelly. Tpr. Waggoner was the first officer from the ranks to become superintendent.

In April, there were 119 members in Patrol uniforms; 75 were in the armed services. This was the smallest Patrol complement since early in 1937, and the largest number of officers to be in military service at one time. In May, the war in Europe was over and members started returning from the service to their jobs. It soon became clear that there would be no need to dismiss the temporary officers employed while the regulars were in the armed forces. Not all members returning from the war returned to the Patrol.

The first legislated pay increase for starting troopers was given in 1945. Members received a salary increase of \$50 per month, increasing the pay of a starting trooper to \$200 per month.



Colonel Hugh H. Waggoner



The Patrol led a welcome home parade for servicemen returning after World War II (June 9, 1945).



Trooper John N. Greim

On July 13, Trooper John N. Greim, 32, was killed in a plane crash along with his pilot near Corning, AR. Tpr. Greim was in a private plane searching for two persons who had earlier abandoned a car.

Employees became eligible for Workmen's Compensation benefits on December 19, 1945.

During the year a Keeler polygraph was installed in the laboratory.

New equipment for officers included zipper cases for forms storage and 6 1/4" x 9 1/2" cloth-bound regulation books containing new regulations and revised general orders. Service stripes for two years of service and stars for five years of service were worn on the left sleeve, wound stripes in recognition of wounds in line of Patrol

duty were to be worn on the right sleeve, and marksmanship badges were to be worn on the blouse. Military campaign ribbons and medals of heroism or meritorious service were optional on blouse.

One man was hired and trained to be a trooper in 1945.

1946

On July 1, 1946, the largest class of recruits to date reported to the Cuivre River Recreational Area near Troy, MO. Lieutenant George W. Pate was assigned the duty of supplying groceries for the 62 recruits and the training staff. His job was made more difficult because many foodstuffs were still rationed, since World War II had just ended. All recruits were asked to bring spare ration books to training with them to ease the situation. Knowing it was permissible to butcher your own meat without stamps, Lt. Pate bought 10 steers from a local farmer and paid him to pasture them until they were needed. Lt. Pate butchered and dressed out the meat with the aid of a butcher in Troy, who also provided cooler storage. It was in that manner that beef, pork, and poultry were obtained for the class. For other foodstuffs, Lt. Pate had a friend who managed a Kroger store who would inform him of the location and time of the next grand opening of a Kroger store. Items that were difficult to find would often be sold at the grand openings. Lt. Pate purchased items by the case from stores scattered all over the state. Considering the scar-



The Patrol's first aircraft was this Stinson L-5, a war surplus aircraft, purchased in 1946.



Troopers participated in escorting President Harry S. Truman and England's Prime Minister Winston Churchill to Fulton from Jefferson City for Churchill's famous "Iron Curtain" speech at Westminster College.

city of certain items, the Class of '46 "ate high on the hog." When this class graduated, the Patrol was near its authorized strength. Sixty-two men became troopers on August 20.

Employees were permitted to accumulate sick leave at a rate of one day per month.

Sixty members participated in escorting President Harry S. Truman and England's Prime Minister Winston Churchill to Fulton, MO, from the Jefferson City train depot and back. It was in Fulton that Churchill gave his historic "Iron Curtain" speech at Westminster College on March 5.

The troops were re-divided and two new troops added effective August 15. The new troops were Troop G, in Willow Springs, and Troop H, in St. Joseph.

On August 28, the Highway Patrol purchased its first aircraft—a war surplus Stinson L-5. Trooper Hugh A. Wallace was the senior pilot. Other pilots were Sergeant Ralph H. Eidson and Trooper Robert F. Boyland. A second plane was purchased later in the year.

1947

Crime and traffic crashes were on the increase during the immediate postwar period. Auto theft ranked high on the list of crimes on the rise.

The Highway Patrol's safety officers made an all-out effort to educate the public on good driving techniques.

All patrol cars were equipped with new radios allowing not only car-to-fixed station communication, but car-to-car. Mr. Harry Duncan was named head of the Radio Division.

An annual school bus inspection program began in August.



A trooper visited with the newly installed school boy patrol and principal at Crane Elementary School on November 11, 1947.



The annual school bus inspection program began in August 1947. This photo was taken in Jefferson City.

Installation of radios in the two planes was complete in May. On August 15 near Springfield, drivers were stopped for passing on hills after being watched by troopers in an airplane. The officers issued warnings, but no arrests were made, because public reaction to this tactic was unknown.

Two men were hired and trained to be troopers in 1947.

1948

In January, Governor Phil M. Donnelly placed Col. Waggoner in charge of the Missouri Training School for Boys in Boonville. Escalating violence and dissension at the school, two brutal murders, a number of assaults requiring hospitalization within six months at the institution, and 366 escapes during the previous year led to the Patrol being tasked with restoring order and investigating conditions at the school. Twenty-six officers were assigned 24-hour duties.

The 303 inmates ranged in age from 10 to 24. The boys were assigned to nine companies lettered A through I. Each company, under the command of an employee called a captain, was housed in a separate building. Historically, the boys maintained their own hierarchy composed of "Dukes" and "Sanks." The Sanks were the weaker boys, and the Dukes did

not want them in their companies; therefore, they often drove them to run away.

Col. Waggoner tasked Trooper Willie S. Barton with command of the school. Approximately six weeks after the Patrol was placed in charge, Col. Waggoner delivered a 125-page report to the governor detailing a multitude of deficiencies existing there. Troopers found only three percent of the 309 inmates were 16 years old and younger. The governor replaced the school board, who then began the task of correcting the problems of the school. One of the first actions of the new board was to approve the transfer of incorrigible, adult inmates to the penitentiary in Jefferson City. Troopers relayed 75 inmates in two trips, while also escorting the governor who accompanied the convoy. The Missouri Training School for Boys



Pictured is the Missouri Training School for Boys in Boonville, MO. The Patrol was placed in charge of the school in 1948 to restore order and investigate conditions at the school.



Tpr. Tom W. Pasley stands by a 1948 Chevrolet which is sporting the door decal he created.

detail would last two and one-half months. While some were quick to criticize the governor's involving the Patrol, many more were impressed with the way the Patrol conducted itself in such a difficult assignment. While the Patrol was in charge, no murders or escapes occurred.

Large identification door decals, created by Tpr. Thomas W. Pasley, were placed on patrol cars in 1948. The words "State Patrol" in white let-

ters were placed on the rear of the vehicles.

One man completed training and became a trooper in the spring. Fifteen men completed their training at Fort Leonard Wood in June. Five more completed training in November.

Smith and Wesson .38-caliber revolvers on .44-caliber frames replaced the official police Colt .38-caliber weapons. The new side-arm was larger and weighed a few ounces more than the Colt.

New troop headquarters' buildings for Troop H, St. Joseph, and Troop D, Springfield, opened in December.

1949

Governor Forrest Smith appointed Lieutenant David E. Harrison, of St. Joseph, one of the original members of the Patrol, superintendent effective February 1.

A new law required school buses to be marked and other vehicles to stop when children were being received or discharged.

New legislation affecting the Highway Patrol did the following: authorized the rank of major; increased the strength of the department from 228 to 260 officers; mandated high school education for entrance; lowered the required age of applicants from 24 to 21 with a maximum age of 32 years; and increased salaries \$50 or more for each rank. (The monthly salary for troopers became \$250.)

Captain George R. Minor became the Patrol's first major and was second in command of the department.

The Highway Patrol reached its new authorized strength when 34 men finished their training in November at the State Fairgrounds in Sedalia.

Radio communications improved in 1949 when relay stations were placed in remote areas throughout the state. These stations allowed officers in these areas to communicate with their respective troop headquarters without difficulty.

Motor vehicle changes included installing sideview mirrors on all patrol cars and placing red lights and sirens on the tops of 1949 model cars,



Officers watch the burning of gambling equipment following a raid.



Colonel David E. Harrison

instead of on the fenders. Red lights were also placed inside rear windows, marking the first time that warning lights faced the rear.

A new weight station was opened in Moberly, MO, and radio transmitters were installed at some weigh posts.

There were now 57 employees in the Radio Division, 31 weight inspectors, 84 clerical workers, and 13 janitors.