

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, MO, was named the first superintendent by Governor Henry S. 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 in operation in eastern states to formulate the plan organizing the Missouri State 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.

Approximately 5,000 men applied for the initial appointments to the Highway Patrol. Intelligence tests, physical examinations, and interviews were administered to 1,452 applicants at the Capitol for five weeks starting August 19. The State Board of Health administered all physicals, which were based on standards for commissioned officers in the United States Army. Satisfactory candidates were then investigated in their home communities; first by confidential questionnaires, then by personal investigations.

Col. Ellis appointed the second and third captains effective September 1, and they would help in the selection of others. A captain could not be less than 30 years of age and a patrolman not less than 24 at the time of appointment. The salaries of the superintendent and three captains were paid by the Highway Department until the Patrol bill became law.

The complement of 115 patrolmen and 10 captains, as provided by law, was not possible because sufficient funds were not appropriated. Thus, a superintendent, six captains, and 49 troopers were chosen.

Thirty applicants were notified on September 28 that they had been selected. Others were notified in the next five days, with eight being given



Colonel Lewis Ellis

the message only two days before they were to report. All but six of these men had high school or college educations. The average age was 30 years, the youngest man was age 24, and the oldest age 40.

On October 5, the Highway Patrol's First Recruit Class began six weeks of intensive training at the St. Louis Police Training Academy. Their lodging was in the facilities of the Young Men's Christian Association, located only a short walk from the training facility. Captain Seth Singleton of the St. Louis Police was director of the Training Academy. Officials from the State Highway Department, Public Service Commission, Automobile Registration Department, and the Automobile Club of Missouri joined St. Louis Police Training School officers in giving lectures and instructions.

By October 19 there were six dropouts. All were immediately replaced. They were required to recite from memory the counties and county seats, and were instructed to practice an enforcement rule of "when in doubt, don't." There were four other important rules: Use courtesy, never argue with a citizen, never touch a motor car or driver unless necessary to enforce the law, and

speak in the third person. According to Col. Ellis, Patrol policy would be, “the maximum of protection with the minimum of interference,” and Missouri’s officers would be “gentlemen who enforced the law.”

On the evening before graduation, the men were released from their rigorous training in order that they might see the Veiled Prophet Parade. Misfortune was to be Recruit Nathan H. Massie’s lot. As he was watching the spectacle, a St. Louis officer noticed his revolver. The prospective troopers had been instructed to eat and sleep with their weapons, but without Patrol-issued identification or other good credential, Recruit Massie was unable to convince the other officer of his official authority. There were no Patrol employees at the YMCA when the police phoned there, so Recruit Massie spent the night in jail. Neither his nor Capt. T.L. Leigh’s picture was in the graduation photograph taken the next morning, because the captain was obtaining the recruit’s release.

The 55 members of the First Recruit Class graduated on November 14, 1931, becoming the state’s first troopers. After completing their training, each new trooper was assigned to one of six troops located in various parts of the state. They were given one week to 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, 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



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

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.

November 18, 1931, motor equipment was assigned to the original members in this manner: The superintendent and the six captains were assigned sedans of various makes, sergeants got Ford Model A Roadsters, and troopers were assigned either the Roadsters or motorcycles.

Patrol license plates were not issued according to badge numbers. Superintendent Lewis Ellis displayed official plate 1843 on his Buick sedan, while Captain William J. Baxter, commander of Troop A, Kansas City, was assigned State Patrol plate 1. (However, the P-number of the colonel’s car was #1).

Highway Department mechanics repaired the Patrol’s automotive equipment at district garages. Each man was required to wash his own car and to install his tire chains. Engine oil was to be changed at 500 miles. Troopers carried two spark plugs, a fan belt, and a complete set of light bulbs at all times for emergencies.

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. Aviator-style caps, goggles, and gauntlets were optional for motorcycle riders. Noncommissioned of

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. These were contracted at a cost of \$19.25.

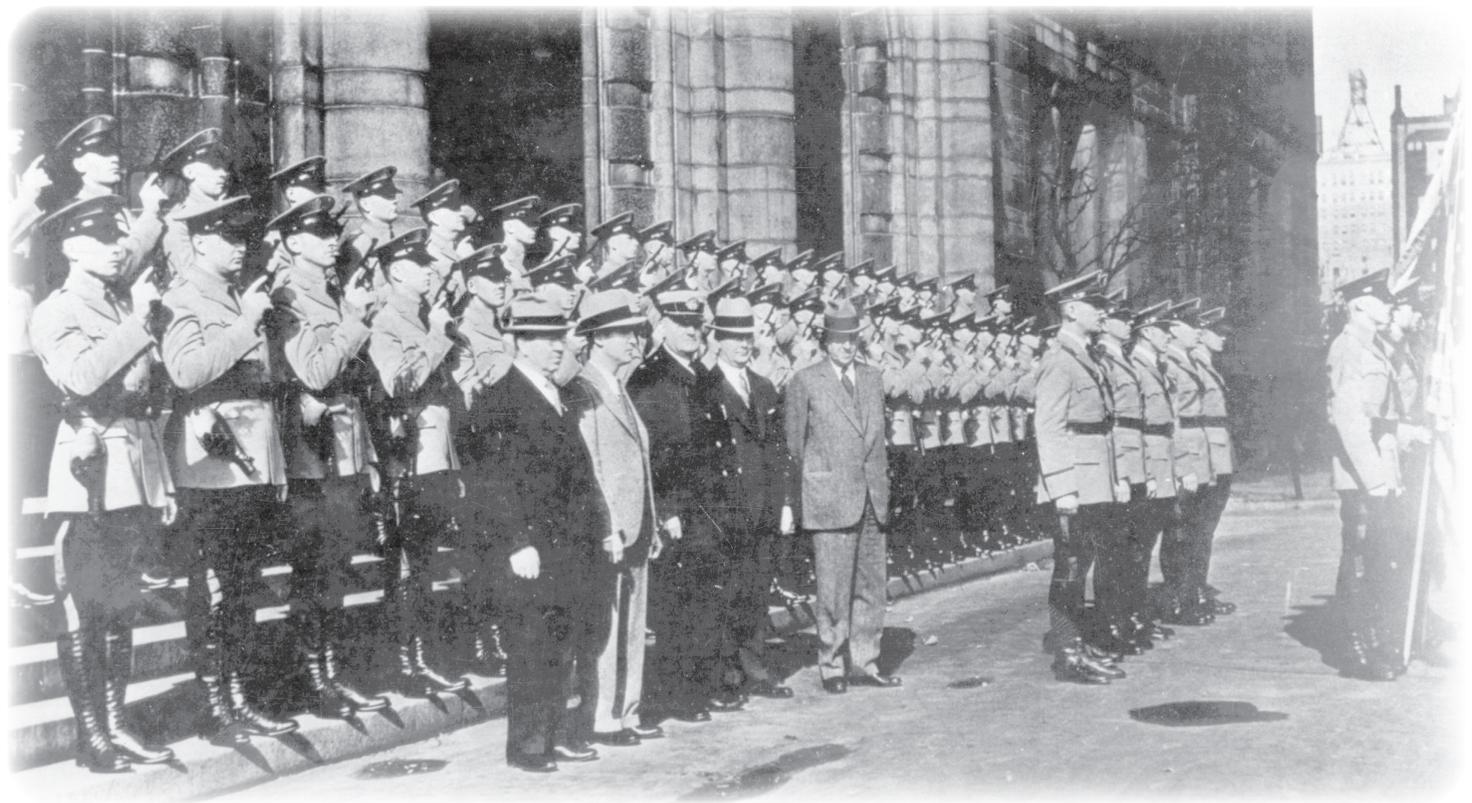
On the following morning, November 24, the original force of the Missouri State Highway Patrol began patrolling the highways. Those with roadsters were told to drive with the top down except in inclement weather. Col. Ellis wanted the public to be aware that these drivers were officers of the new Missouri State Highway Patrol. The scheduled workday was 12 hours, but a call when off-duty or obligation miles from home could make a day much longer. A chin strap was often worn with the cap to keep it from blowing off when the patrol car's top was down.

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. This

system remained in effect in principle in some areas until 1941, when two-way radios were introduced. Each officer had an extensive area, as there were almost 8,000 miles of hard surfaced roads and many gravel roads to be covered. Not only did troopers receive messages from their headquarters at these locations, they were left messages by local officers and citizens who quickly learned the procedure. A trooper's salary was \$125 a month.

Troopers made 34 arrests during the first two weeks of operation, 11 for reckless driving, two for passing on a hill, four for driving while intoxicated, 13 for license violations, and two for speed. Each trooper gave about 10 warnings per day for defective lights, while operating his vehicle on average of 120 miles daily. Before the end of the year, 251 arrests were dismissed, and one was acquitted. All remaining charges were pending. Most newspapers maintained constant coverage of Patrol activities.

A month after the original Highway Patrol class completed training in St. Louis, it was Christmas time. Many of the members faced the prospect of a lonely Christmas away from their loved ones, having just moved to new areas where they had recently been assigned. In what had to be one of the



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

most comprehensive schedule changes in the organization's history, members were allowed to return to their home areas for several days. They were still required to work the highways, but they were also able to be with friends and family at a special time before returning to the challenges that awaited them in their new careers.

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. Troopers continued to work at least 12 hours a day. Personnel 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 was mounted on right front fenders and aided troopers when they stopped motorists at night. This regular head lamp displayed "STOP" when turned on, and was directed to the right for full effect when the patrol car was alongside a motorist.

In April, when members completed their six-month probationary period, troopers received \$145 per month. Sergeants started receiving \$150 per month.

The first Patrol disciplinary hearing was held on May 6 at Missouri's Capitol. The trooper was dismissed upon being found guilty of accepting a gift from a prisoner and neglecting his duties.



Tprs. M. Dace and J.A. Tandy (right) stand next to a 1932 Ford Model A. Notice the new warning light on the right fender which aided troopers in stopping motorists at night.

This was the Prohibition era and frequently motorists stopped by troopers carried bootleg liquor. In fear of being arrested, a driver often poured his corn liquor on the floorboard if he thought he was about to be pulled over. Such action was unnecessary if the stop was by a trooper, as they were strictly forbidden from seizing this evidence. When the strong order of whiskey was detected, troopers could seldom refrain from telling the motorist of his error.

Nineteen men completed training and became troopers in 1932, although they were not hired or trained at the same time.

1933

Even though the Highway Patrol continued to gain citizen support 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 trooper salaries were reduced to \$130 a month due to budget cuts. Salaries would not rebound until 1935. The captain of Troop B was among those dismissed.

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



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

quarters Troop to the troops. The state-owned radio station WOS (Watch Our State), 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. Starting in January, Patrol bulletins were broadcast at predetermined times from station WOS. The use of WOS was turned over to the Patrol by legislature on July 24, but the regular schedule of recorded music, market reports, news, book and poetry reviews, and a Saturday children's hour continued. The station was operated on a part-time basis by the Patrol until 1936.

KFRU of Columbia, MO, KWTO of Springfield, MO, and the police radio stations of Kansas City, MO, and St. Louis, MO, joined in dispatching urgent messages to troopers. Cooperating public stations always gave preference to Patrol needs by interrupting their regular programs. Often the message during a break was, "Attention Officer _____, phone your headquarters."

There were problems, however: The 500-watt station was licensed for only nine hours daily and

generally its range was no more than 60 miles. Patrol car radio tuners were sometimes modified to be locked to the nearest cooperating broadcast station, but drifted from the station frequently when the cars bounced over a railroad track or rough road. Stopping the car, opening the trunk, and re-adjusting the fine tuning was the only remedy.

Governor Guy B. Park appointed B. Marvin Casteel, of St. Joseph, superintendent in May to succeed Col. 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 Boone County Sheriff Roger Wilson stopped a car occupied by two men at a roadblock set up following a bank robbery in Mexico, MO. One of the men, George McKeever, shot and killed Sgt. 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 life sentence in the penitentiary. He was paroled in 1947.

Sergeant J.S. Poage sustained a critical head wound during a shooting battle near Hopkins, MO, with Harold Thornburg. Thornburg was wanted for murder and bank robbery. The incident occurred on September 14, 1933. Sgt. Poage and Trooper P.M. Inman identified Thornburg when he came to the Hopkins Post Office and a pursuit ensued. About a mile out of town, Thornburg's car



Colonel B. Marvin Casteel



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

went out of control and into a ditch. He jumped from his car and fired at the approaching troopers. A shot gun battle ensued, in which Sgt. Poage was shot in the head and seriously wounded. Tpr. Inman, an excellent marksman, returned fire and fatally wounded Thornburg. Other officers arrived and secured the scene, allowing Tpr. Inman to transport Sgt. Poage to the Maryville hospital. Sgt. Poage was given a 50-50 chance of survival, but later recovered from his wounds and returned to duty.

Officers were involved in two shootouts with the Bonnie and Clyde gang: Troopers George Kahler and Walt Grammer in Joplin, MO, on April 13; Captain W.J. Baxter, Sergeant Tom Whitecotton, and Trooper Leonard Ellis in Platte City, MO, on July 20. Capt. Baxter, using a machine gun, was able to wound Buck Barrow in the head, but he and the others escaped.

Also in 1933: Troop D Headquarters moved to Springfield in May; members were selected to attend the World's Fair in Chicago, IL; the Patrol began keeping auto theft records in November; patrol cars were equipped with riot guns and tear gas equipment; all new cars were coaches and equipped with heaters; and 12 officers were assigned duty at the Missouri State Fair in Sedalia, MO.

Members began wearing the felt hat with the chin strap in September; the use of motorcycles for regular patrol was discontinued. There were periods of exception but, for the most part, the hat was worn in the summer and the cap in the winter until 1951. Two service stripes were obtained for officers with two years of service. Black or blue sheep-lined corduroy coats had been authorized, in November officers were told that a black coat with sheep-skin collar would be regulation. Sergeants and troopers were required to order one pair of field boots (unlaced except at ankle).

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.

On April 19, 1934, Trooper Chester Oliver was kidnapped after stopping to help some men with a flat tire on U.S. Highway 65 in Benton County. Three men were in the stolen car and planned to rob the Buffalo Bank. During his abduction, Oliver's quick thinking stalled for time, kept him alive, and won his freedom. Oliver told them he didn't know the back roads, so he couldn't give directions. He talked them out of burning his patrol car. He told them that a can of gas was kerosene, and despite being almost out of gas, they discarded the fuel. Upon finding a gas station, they could only buy about five gallons of gas, having robbed Oliver of 85 cents. The \$112 in his watch pocket went undiscovered. One robber knew Oliver personally and said they would kill him. Oliver told them that a man who had stopped while they were fixing the flat was an artist and would be able to draw pictures of them all. He also pointed out the difference between penalties for car theft and murder. When Oliver told them they were heading for a roadblock, they asked him for suggestions. He proposed going to an isolated spot and releasing him (and another hostage who had been taken) where they would be unable to contact anyone for hours. It made sense, and they did it. However, Oliver was able to get to a farmhouse he had seen and phone Col. Casteel, the superintendent, within minutes. Two of the fugitives were caught in Boonville that night, the third was caught near Higginsville two days later, and all received long prison sentences.

Misdemeanants during this era were taken before a township justice of peace who conducted court much differently than judges today. Court was held in blacksmiths' shops, feed stores, filling stations, or in whatever establishment the justice used for his regular work. An individual of questionable character challenging an arrest or the word of a trooper would sometimes be reprimanded with, "You wouldn't be in here if you weren't guilty. Your fine is ..."

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

Headquarters Troop did not exist in a separate building. All Patrol office functions in Jefferson City took place in two small offices in the Missouri Capitol building. The office work of the Headquarters Troop was not carefully delineated from that of the general offices.



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

On March 31, the Highway Commission decided that the Patrol should handle its own financial transactions and records. Thus, the superintendent was designated to sign vouchers for salaries and expenditures, and to work directly with the state treasurer and auditor. A civilian employee, called a chief clerk, assumed responsibility for the Patrol's financial records.

1935

The Highway Patrol launched Missouri's first traffic safety program. 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. Advertisement in any form was forbidden. Broadcast entertainment continued, but was limited almost entirely to electronically transcribed music records.

The agency established a new directive system. Directives were to be entitled General Orders and Special Orders and given numbers. Prior to this,

all directives were in letter form on departmental paper using a "To" and "Subject" format except for promotions. Promotional orders were warrants written in legalistic terms. A large book listing Missouri motor car registration numbers and owners was purchased from a firm in St. Louis for each road officer.

General Order No. 1 issued February 1 set forth a Headquarters Troop with a captain in charge and a Headquarters Detachment with a master sergeant in charge. On June 20, the master sergeant was promoted to captain. There were now seven captains: One in charge of each troop and the other in charge of what was termed on June 20 the General Headquarters Detachment.

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.

Thirty-five troopers completed training on August 15, at Camp Clark in Nevada, MO.



Tpr. Kenneth K. Johnson is wearing a wool overcoat (adopted 1935) with his leather on the outside of his coat. (Patch adopted 1937.)

Twenty-one members were issued special Patrol shooting medals in February for having qualified at the first training school in St. Louis. Five men were qualified as experts. Medals were to be worn on blouses. An order in April instructed troop commanders to pick the best shot in their troop and have him report to General Headquarters on May 6 to train until May 11, in preparation for the organization's first team competition, a state match on May 12.

There were not nearly enough patrol cars. Thus, in cities where there were two troopers, usually only one car was available. A garage in which to store the patrol car when off duty was a prerequisite to car assignment. Patrol cars would generally be in short supply until the early '50s.

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

Troop commanders and all members who were World War veterans were assigned to the State American Legion Convention on September 1-3, in Columbia, MO, and nine men were assigned to the National Convention in St. Louis on September 20.

"Wreck Ahead" signs and kerosene smudge posts were phased out as patrol car equipment. Some earlier cars had this equipment for use at traffic crash scenes. Plans were made with the National Safety Council for a statewide campaign to save lives in 1936.

1936

General Order #10, issued March 5, required officers to carry "civilian badges" while off duty. Any officer losing the badge would be fined \$10 plus the cost of replacing the badge. The civilian badges were recalled April 10, 1947. Failing to return the badge resulted in a \$6 fine; loss of a Patrol commission card was to result in a \$10 fine. March 1, 1948, the civilian badges were reissued, and the \$10 penalty for losing it was reinstated.



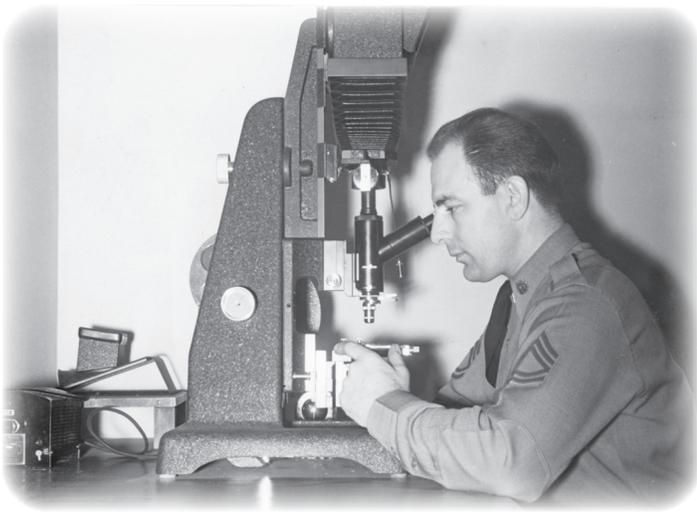
Members received First Aid training for the first time in 1936. The Red Cross emblem was added to the uniform above the left elbow.

Communication was greatly improved in 1936 with the installation of a radio-teletype transmitter at General Headquarters which enabled the Highway Patrol to communicate with other police agencies within the state. A short-wave AM radio system also was 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. There were no musical programs over KIUK as there had been over WOS.

A scientific crime detection laboratory was organized under the command of Captain Robert E. Moore in May and designated the "Technical Laboratory." Even though inadequate funding limited both the number of personnel and the equipment necessary to operate a crime lab, the Patrol lab quickly became one of the most modern and professional crime labs in the Midwest. Laboratory services were provided free to any law enforcement agency requesting assistance, and still are. In the early years of the lab, the technicians were uniformed Patrol officers, and the Patrol was fortunate to have members who had degrees in chemistry and related fields.

Early lab equipment included a helixometer, stereo camera, comparison microscope, and ultra-

1937



Sgt. George K. Koch Jr. examines evidence in the Patrol's criminal laboratory.

violet lighting equipment. Laboratory personnel quickly assembled a firearms collection; a collection of every kind of bullet and shell casing that was manufactured; and photographs, charts, and reference books for a reference library.

All members were taught advanced first aid by sergeants who received their training from Red Cross personnel; subsequently, first aid patches were introduced. Patches were sewn on the left sleeve above the elbow. Later, the first aid patch appeared near the right cuff.

One man hired on June 26, 1936, was trained and became a trooper.

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 traffic crashes and the problems of enforcement.

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

On May 3, 1937, a 19-year-old Civilian Conservation Corps recruit in Illinois stole a banker's new black Ford V8 and headed for the country of Mexico. He drove across Illinois and crossed the Mississippi River into Missouri by crossing a toll bridge on U.S. Highway 60 and U.S. Highway 62 at Bird Point in Mississippi County. In Charleston, the young man stopped and bought a can of green paint and a paint brush. He drove south about 60 miles over U.S. Highway 61 and stopped along some back roads near Bragg City in Pemiscot County. There, he hastily painted the Ford green. From there, he drove southwest to Missouri Highway 84, then west until he found a place to pull over. Just east of Kennett, very pleased with his success and cunning, he fell soundly asleep. After a short time, the young man was rudely awakened by Troopers Earl Bradley and Otis Wallis and promptly arrested for



Tpr. Leon Rumans stands near a 1937 Ford.

auto theft. Both officers played down the ‘good police work’ that had resulted in the arrest, saying the unpainted area of the car behind the spare tire “stood out like a sore thumb!” The only way it could have been more obvious was if he had printed the words ‘stolen car’ across the trunk.

The Missouri Legislature approved six troop headquarters’ buildings being built, each with 1,000-watt radio stations. Several civilian radio operators were employed, so their training would be completed when the first stations opened. There would be three operators at each station for 24-hour operation. The sergeant in charge of the Radio Division was promoted to captain.

The Patrol now had its own experienced, specialized recruit training instructors. A one-month training class for 36 men took place 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.

In July, a local businessman saw a robber get into a car and identified him to police. The ex-con had been released in 1932, after serving 12 years for attempted train robbery. Troopers Hubert



Tprs. Hubert Brooks and Ralph Eidson hold loot recovered from a robbery.

Brooks and Ralph Eidson were watching for the car and its license plate number 50-332, and as they were driving west on U.S. Highway 66 just after 7 p.m., Saturday, July 17, they met the suspect’s car. The patrolmen turned and attempted to stop the suspect, who then attempted to flee. Tpr. Eidson flattened one of Turpin’s tires with a shotgun blast, and after several more shots, the suspect drove into a ditch. The suspect ran from his car, firing at the officers as he hurried across the road. A pellet from Turpin’s shotgun struck an ink pen in Tpr. Eidson’s left shirt pocket and deflected into his arm where it inflicted a minor wound. Tpr. Brooks emptied his revolver at Turpin, then grabbed a repeating rifle from the Patrol car. He fired the rifle, and the robber fell, mortally wounded. After the officers determined the suspect was dead, Tpr. Eidson went to a service station just west of the scene, called Troop D Captain Lewis B. Howard, and informed him of the situation. Officers found more than half the loot from the robbery in the car, however, \$10,237.85 was missing and believed to have been hidden. They also learned of the methodical plans the robber had followed. He had altered his license plate number to commit the robbery then changed it back to its original number. He had painted his car a different color, loaded his shotgun shells with metal

disks, and had packed much of the loot in a glass jar (apparently to protect it when he buried it).



Tpr. Ralph Eidson points to where a pellet hit an ink pen in his pocket while he was in pursuit of a bank robber.

Longevity pay increases for members after each five years of service was authorized by law. Officers began wearing shoulder patches on their blouses.

1938

Within its first two years the lab had conducted examinations of blood, powder burns, explosives, tool marks, tire marks, foot prints, dust, fingernail scrapings, firearms, bullets, shell casings, hair, documents, stains, defaced serial numbers, fibers and textiles, money, soil, narcotics, wood, metal filings, paint, oils, and organic materials, and had conducted a variety of toxicological examinations. The expertise of lab personnel grew quickly, as did the various types of examinations they were called upon to perform. The lab handled 230 cases in 1937 and 1938. That number nearly doubled in the next two-year period.

Six identical troop buildings were completed and placed into operation. (Each troop headquarters except Troop F had previously been in a Highway Department district building.) A radio communications system was 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 House Room 309 in 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 each driver to have a driver's license, at a cost of 25 cents. Checking for driver's licenses became an important part of Patrol work. Heretofore only chauffeurs and registered operators were required to have licenses.

The Highway Patrol participated in the American Legion Boys State program in Fulton, MO, in June. Col. Casteel served as the program's first director.

One man hired January 3, 1938, was trained and became a trooper.

1939

The Missouri Legislature increased the strength of the Highway Patrol to 175. 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 officers served on the detail. However, the Patrol's participation in MU football dates before 1939. The detail may have been the first 'assignment' the Patrol ever had. The *Columbia Missourian* newspaper reported that nine Patrol officers traveled to Columbia following graduation of the First Recruit Class in St. Louis on November 14, 1931, to help with traffic at the homecoming game between Missouri and Oklahoma.

Twenty-four radio operators maintained 24-hour communications from the six new troop radio stations in the state. Messages of major importance were broadcast four times if necessary, at intervals of five to 10 minutes. Each communication to a specific officer was prefaced by three tones and the officer's car number. After the message or signal was given, the operator stated whether the call was the "first call," "second repeat," or "third repeat," then he concluded with his call letters and the time.

Standard radio signals included: Signal 41 – call General Headquarters, Jefferson City, at once; 44 – call your troop headquarters as soon as convenient; 45 – go to the designated location at once in connection with broadcast given; 46 – go to auto wreck at location given with signal; 47 – general emergency (preceded by four tone signals).

In an address to the American Society of Civil Engineers on October 23, 1939, Col. Casteel spoke

about traffic safety and the public's lack of awareness for it. "Every year, highway accidents, most of them avoidable, kill more people than the entire casualty list of the World War," (There had only been one world war at that point in history.) "... Although they read of people being killed in accidents every day, Americans as a people do not realize the danger." Speed limit bills had been proposed in previous legislative sessions, but all had been defeated. Quoting a report from the National Safety Council, Col. Casteel said that most accidents were due to one of five basic causes: Excessive speed, drunk drivers, night driving, pedestrians, and 'accident-prone drivers.' It would be 17 1/2 years before the Missouri Legislature passed the first comprehensive speed limit law (May 31, 1957).

Officers were chauffeuring and escorting Governor Stark constantly due to his being threatened by Kansas City mobsters.

On December 1, Col. 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*