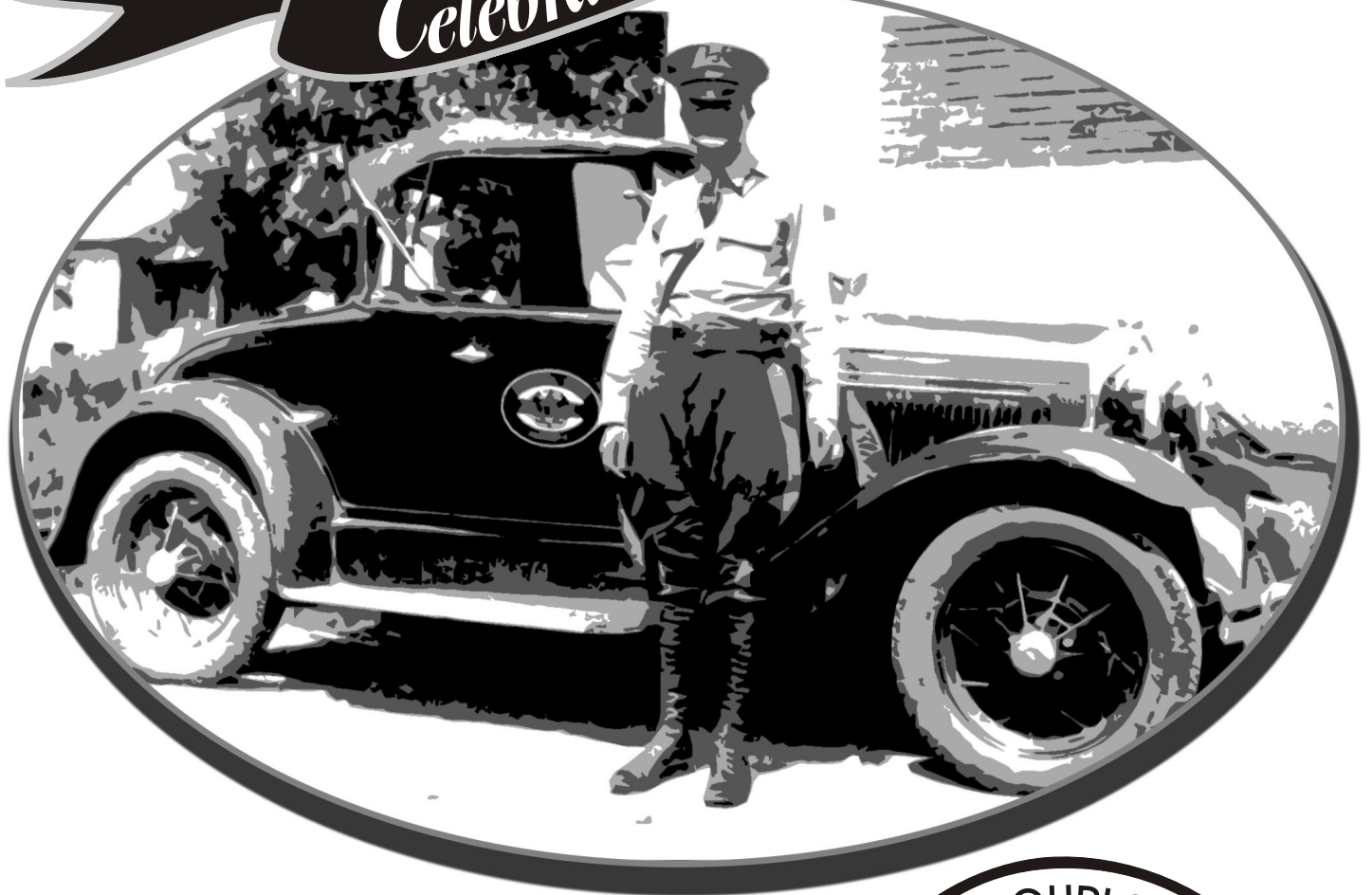




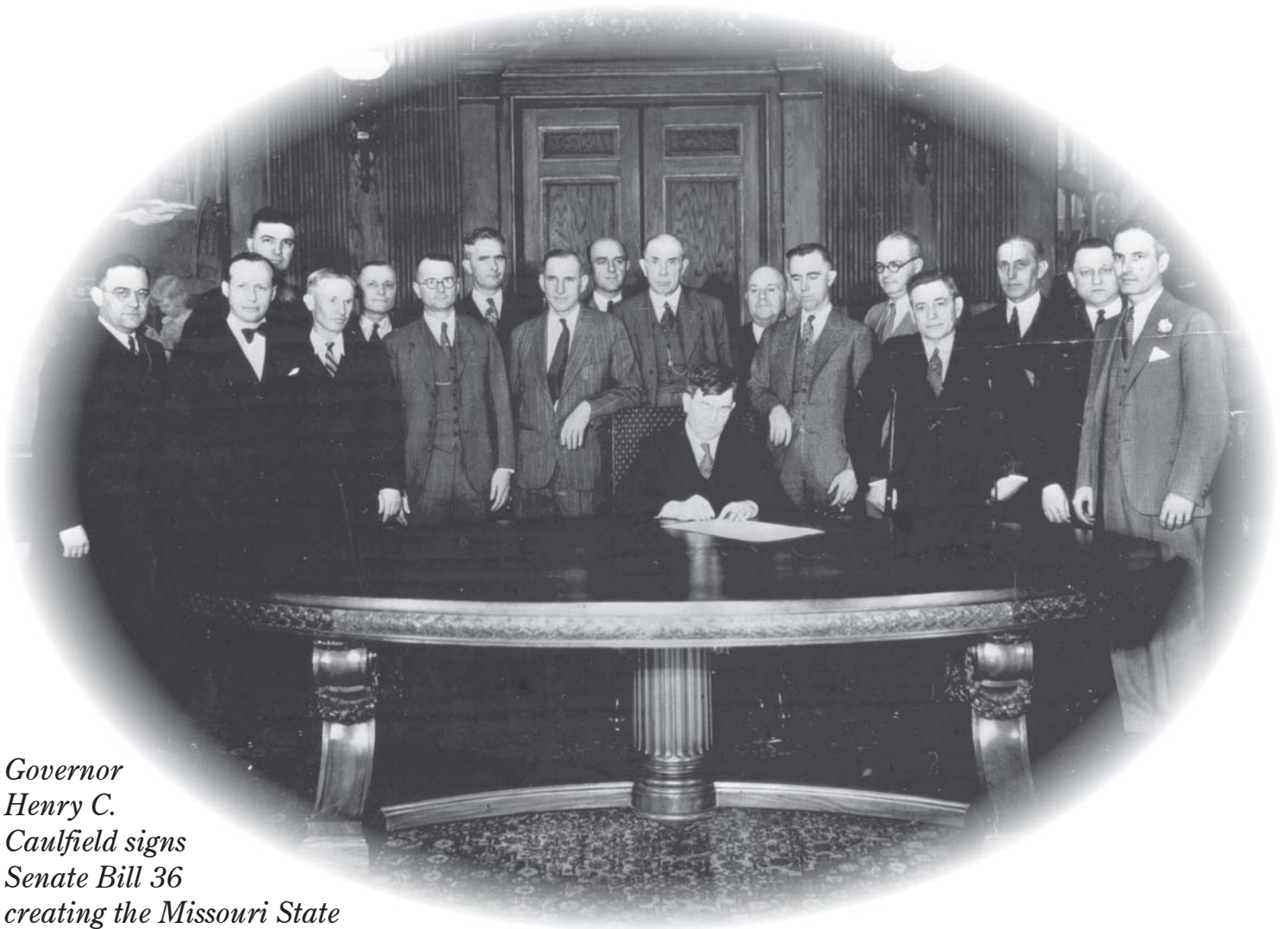
Celebrating Tradition



*A Journey Through
Patrol History*

1931-2005





*Governor
Henry C.
Caulfield signs
Senate Bill 36
creating the Missouri State
Highway Patrol.*

Creation of the Missouri State Highway Patrol

Many efforts were made in Missouri between 1923 and 1931 to establish a traffic regulatory agency with statewide jurisdiction or a state police agency. Several bills were introduced during this time, but all failed until 1931. Two bills were introduced that year in the Missouri Legislature, one calling for a state patrol and the other for a state police agency. Organized labor was opposed, fearful the new agency would be used to break strikes as had been done in other states. Labor, however, did not oppose a patrol which had jurisdiction over motor vehicle enforcement. County sheriffs' departments feared it would infringe on their authority. Some were afraid it would be centered around enforcement of the Prohibition Act.

Little consideration was given to the state police bill, since earlier measures had failed. Senate Bill 36 which established a state patrol was amended several times and approved on April 23, 1931. Governor Henry Caulfield signed the bill into law the next day, April 24. Strong support to form such an agency came from Governor Caulfield, Attorney General Stratten Shartel, the Automobile Club of Missouri, the Missouri State Highway Commission, the Missouri Banker's Association, and a majority of the metropolitan newspapers.

The act creating the Missouri State Highway Patrol became effective on September 14, 1931.

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 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, three Indian, and two Henderson motorcycles. The



Colonel Lewis Ellis

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. Non-commissioned officers wore black leather, gun-metal 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.

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.

1933

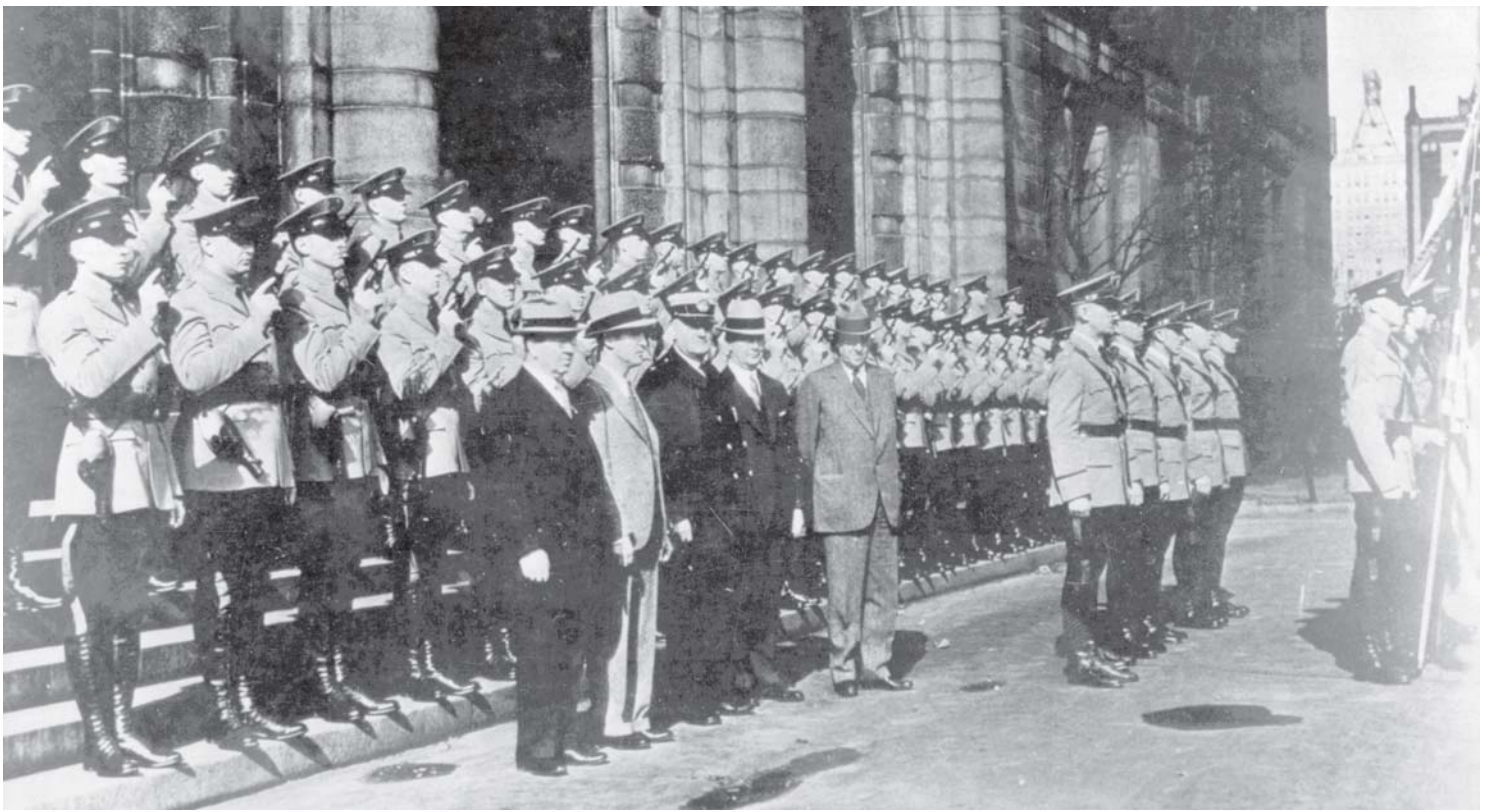
Even though the Highway Patrol continued to gain support from people throughout the state, bills were introduced in the House and Senate to abolish the department. Both bills died in committee. However, 10 officers were dismissed and salaries for patrolmen were reduced to \$130 a month as a result of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



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. H.A. Hansen keeps watch while children cross the highway.

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

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



Colonel B. Marvin Casteel

ers, fugitives, criminal apprehensions, penitentiary releases, and missing persons. The 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-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 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.



Trooper Leon Rumans stands near a 1937 Ford.

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



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

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.



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

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

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 A.D. Sheppard, Troop E, became acting superintendent.



Acting Superintendent — A.D. Sheppard

1940-1949

1940

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.

New equipment: Peerless brand handcuffs, with swivels between, replaced the flash-back cuffs; accident templates were issued; a combined unit of siren and red light was mounted on the left front fender of each patrol car. (Sirens were formerly mounted behind grilles.)

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



Acting Superintendent — Captain W.J. Ramsey.

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.

New responsibilities were given to the Highway Patrol due to war conditions. 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.

Two members of the Highway Patrol were killed in the line of duty in early December — Troopers Fred L. Walker and Victor O. Dosing.

Trooper Walker was mortally wounded on December 3 near Ste. Genevieve. Walker had picked up two young men on Missouri Route 25 for investi-



Colonel M. Stanley Ginn was appointed November 12, 1941.



The Patrol's Safety Squadron was organized in 1940.

gation, 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. Trooper Walker was shot and pushed from his car. The young men were later apprehended in Perryville. Walker died in a St. Louis hospital. Both men were sentenced to 99 years in prison.

On December 7, Troopers V.O. Dosing and Sam Graham went to the Coffee Pot Tavern, near Gallogway, to question 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 Trooper Dosing and the other seriously wounded Trooper Graham. After the killer's revolver jammed, he took Dosing's revolver and killed himself.

A training class was held in December at the Pete James Gymnasium in Jefferson City. The class of 21 men graduated in February 1942.

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.

In order to be prepared to handle some emergencies that might arise during the war, the Missouri State Highway Auxiliary The Missouri State Highway Auxiliary



Trooper Fred L. Walker



Trooper Victor O. Dosing



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

Patrol was formed in March 1942. The auxiliary was created to handle emergencies that might arise during the war, such as air raids, black-outs, evacuations, or duties involving a large number of personnel (helping to direct military convoys). Members of this group received 16 weekly, two-hour sessions of training and were directly supervised by members of the Patrol. The Auxiliary Patrol numbered 1,047 men and was distinctly uniformed in a cotton twill copy of the regulation Patrol uniform with an “overseas” cap.

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 weigh stations was taken over from the Highway Department on June 1. The weigh 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.



Pictured is one of the Missouri’s weigh stations in 1942.

Nineteen new troopers completed six weeks of training at Sedalia in January. Four, one-week retraining schools were held at Sedalia during April and May.

1943

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 a tractor-trailer truck which was on the wrong side of the road. On December 12, Trooper Ross S. Creach, 24, was directing traffic at the scene of an accident in Shelby County, when he was struck and killed by a vehicle operated by a drunken driver.

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 continue with its criminal work. Other changes included a \$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).



The 1942 Chevrolet was the first patrol car to have “State Patrol” painted in bold letters on the side doors. Car numbers were also painted on the top of the vehicles for the first time.



Trooper Charles P. Corbin



Trooper Ross S. Creach



Trooper J.N. Greim

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; 21 recruits graduated on January 28. Another 12 completed training on September 4 at Jefferson City High School.

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.

On August 25, Captain O.L. Wallis was appointed acting superintendent by Governor Forrest M. Donnell. Colonel M. Stanley Ginn had been granted a leave of absence to enter the United States Navy.

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

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. Waggoner was the first

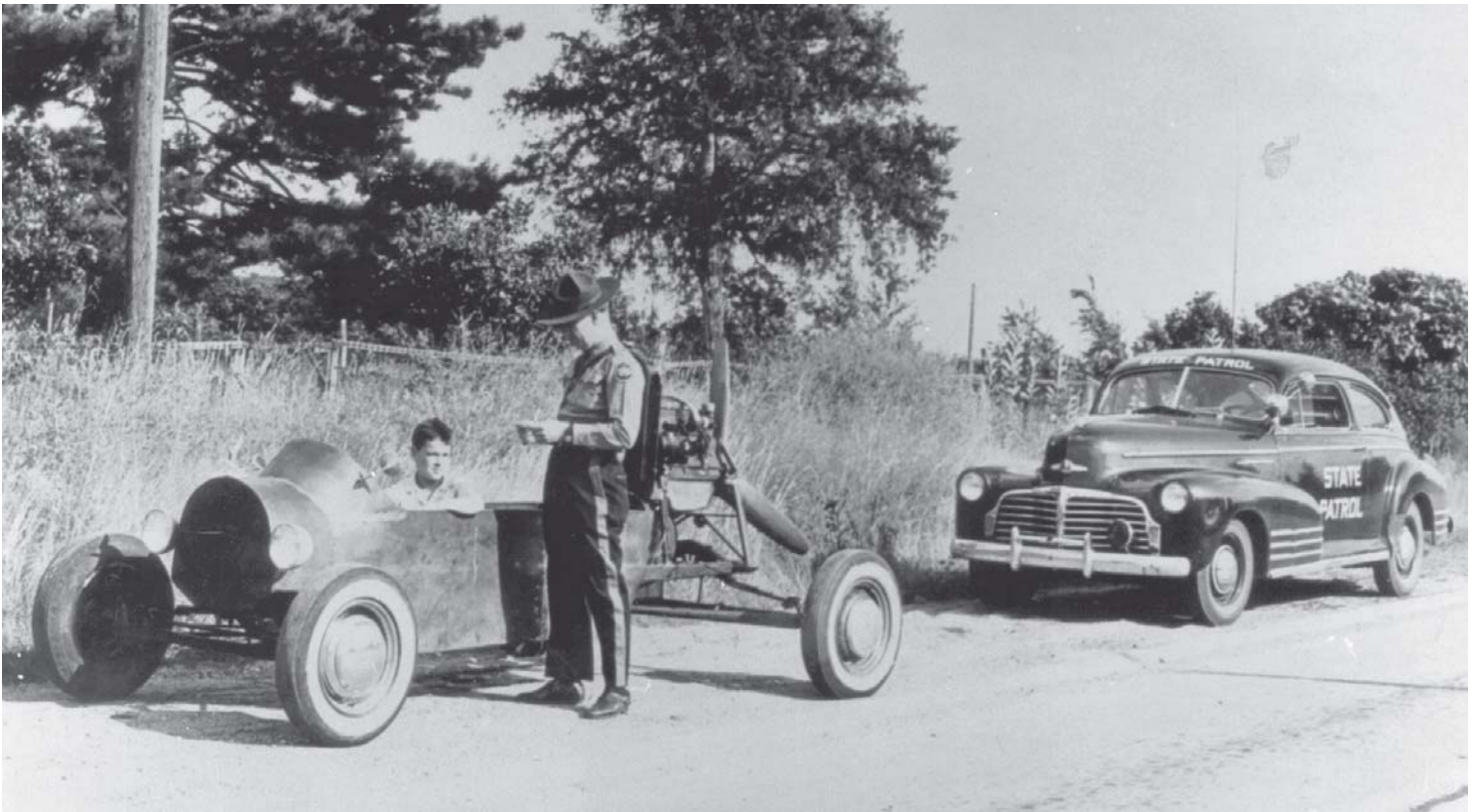


In 1943, women were employed as radio operators due to the manpower shortage caused by World War II. Here, Doris Jean Pinnel and Ruth Arlene Boddy work at the radio console.

officer from the ranks to become superintendent.

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.

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



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



Acting Superintendent — Capt. O.L. Wallis



Colonel Hugh H. Waggoner

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

1947

1946

The war was over and nearly all members who were in the military service returned to the department. Sixty-two men were appointed to the Patrol in August following training at the Cuivre River Recreational Area located near Troy, MO. The Patrol was now near its authorized strength.

Now, employees were permitted to accumulate sick leave at a rate of one day per month.

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

The troops were redivided 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.

On September 1, 1946, a Personnel and Training Division was created within the Highway Patrol.

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

1948

In January, Governor Phil M. Donnelly placed Colonel Hugh Waggoner in charge of the Missouri Training School for Boys in Boonville. Escalating violence and dissension at the school, and a large number of escapes, led to the Patrol being tasked with restoring order and investigating conditions at the training school. Trooper W.S. Barton was named by the superintendent to command the school. Approximately six weeks after the Patrol was placed in charge of the school, Colonel 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 sixteen years old and younger. The



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

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 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. Tom Pasley, were placed on patrol cars in 1948. The words "State Patrol" in white letters were placed on the rear of the vehicles.

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 sidearm was larger and weighed a few ounces more than the Colt.

In December, the Troop H Headquarters building was completed as was a new Troop D Headquarters building in Springfield.

1949

Lieutenant David E. Harrison of St. Joseph, one of the original members of the Patrol, was appointed superintendent by Governor Forrest Smith.



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



Colonel David E. Harrison

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; and increased salaries \$50 or more for each rank. (The monthly salary for troopers became \$250.)

Captain G.R. Minor became the Patrol's first major (Major Minor) and was second in command of



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.



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.

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 side rearview mirrors on all patrol cars and placing red lights and sirens on the tops of 1949 model cars, 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, and radio transmitters were installed at some weigh posts.

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



Officers watch the burning of gambling equipment following a raid.



1950

Troop I, with headquarters in Rolla, was added to the Highway Patrol in January. The new troop was comprised of Camden, Laclede, Pulaski, Maries, Phelps, Crawford, and Dent counties. The Patrol now had nine troops.

An order was given just before winter that boots and breeches would not be worn. They had been parts of the winter uniform since 1942, and prior to that were worn year-round by road officers.

New weigh stations went into operation at Cameron, Dexter, Harrisonville, Matthews, Parkville, Poplar Bluff, and Republic.

1951

This year marked the Highway Patrol's 20th anniversary. While many changes within the department had been made over the years, the basic purpose of the organization remained the same — to enforce the traffic laws of Missouri.

A few of the highlights of 1951 included: all state employees were placed under Social Security on January 1; emergency red lights on patrol cars flashed on and off for the first time instead of remaining constantly lighted; Troop G Headquarters in Willow Springs moved to a new and larger building on the same grounds; and 15 men completed their training at Troop F in December.

The questions of search and seizure and authority of the Patrol off the highways came up again in 1951 when a circuit judge refused to allow gambling devices seized in a raid by troopers to be entered as evidence.

Legislation calling for a driver's license examination program became effective on January 1, but lack of funds kept examinations from being given until August 1. The Highway Patrol was given the responsibility of implementing the program. Thirty-five officers were trained at the fairgrounds in Sedalia to give driver's license examinations.

Other legislation increased the starting salary of troopers to \$275 per month, and two additional lieutenants were authorized. Forty men received training at the fairgrounds in Sedalia and reported for duty on August 1.

A directive issued in July allowed troopers to wear their shirts unbuttoned at the collar and without a tie when temperatures exceeded 90 degrees. This authorization remained in effect only through the summer.

1953

Hugh H. Waggoner was again appointed superintendent by Governor Phil M. Donnelly. Former superintendent David E. Harrison assumed his previous rank of lieutenant.



The first driver's license examination training school took place in Sedalia in 1952.

The state was divided into two districts for the first time with one field captain assigned to each district. The captains served as a liaison between the superintendent and the troop commanders.

The Patrol's Bureau of Identification and Records was connected via teletype with the major wire news services. The bureau was thus assured a 24-hour flow of information detailing criminal activities, traffic accidents, weather reports, and weather forecasts.

Thirty men completed eight weeks of training on November 25, in Sedalia. This was the first time the department had given recruits eight weeks of training. The number of commissioned officers was now 320.

In April, a contract was awarded to construct a radio repair and storage building at Troop F.

1954

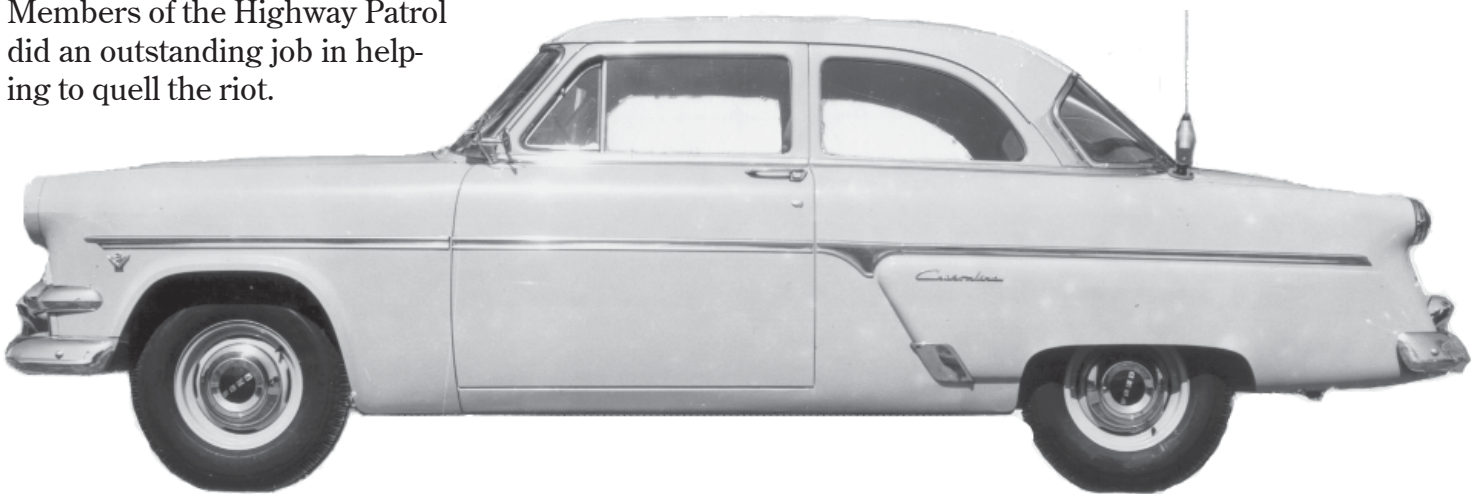
On September 22, at 7 p.m., Colonel Hugh H. Waggoner directed all available troopers to report to the state penitentiary in Jefferson City. A full-scale riot was in progress! Several buildings and vehicles were burning, and hundreds of inmates were running loose. By 11:30 p.m., 265 troopers had arrived at the scene. Approximately 2,000 police officers and Missouri National Guardsmen were on duty by midmorning September 23. The situation was now under control. Three inmates were killed and 21 wounded by gunfire; inmates with a grudge murdered a fourth inmate, and another 29 were injured during the riot. Five buildings were destroyed and two others severely damaged.

Members of the Highway Patrol did an outstanding job in helping to quell the riot.



Weight Inspector James D. "Doc" Harris stands at the Kingdom City scalehouse in 1954.

Here are a few firsts for the Highway Patrol in 1954: the first non-black, unmarked patrol cars were placed in service in April (except for the special, white Safety Squadron cars in 1940); twenty-six of these 30 new light blue vehicles were Ford Interceptors, especially designed for police work. The Interceptors had 161 horsepower engines, larger tires, and heavy duty suspension and seats. Weight inspectors began wearing new dark brown uniforms in October. Troopers began wearing campaign hats year-round.



Above is a white, 1954 Ford Interceptor.



(l to r at the table) State Penal Director Thomas Whitecotton, Major E.I. (Mike) Hockaday, and Prison Warden Ralph N. Eidson discuss plans to quell the prison riot as troopers wait for orders (1954).



Lt. Herbert D. Brigham holds some of the weapons used by convicts during the prison riot in Jefferson City on September 22-23, 1954.



Nearly 300 members of the Highway Patrol were on duty during the state penitentiary riot. Here, prisoners are being taken to F and G Dining Hall, a corner of which is seen in the far right of the photo. B and C halls are in the background.

1955

On July 26, thirty-six newly trained driver examiners in brown uniforms reported for duty at examining stations in St. Louis County, the City of St. Louis, Jackson County, and Buchanan County. Prior to this, all driver examiners were commissioned officers. License applicants in Kansas City and St. Louis had been examined by officers of the police departments of those cities before the civilian examiners assumed their duties.

After nearly eight years of continuous effort, a retirement system for Patrol and Highway Department employees was created on August 29.

Trooper Wayne W. Allman, 34, died shortly after being thrown from his patrol car on Missouri Highway 35 in Cass County on October 27. Tpr. Allman was en route to an accident when he swerved to avoid an oncoming car, sideswiped a second oncoming car, and then overturned.

Weigh stations were placed in a new unit called the Division of Commercial Motor Vehicle Enforcement. One member in each troop was designated the CMVE officer in charge of all weight inspectors and their activities. A staff member, with the rank of captain, was placed in charge of the new division.



Tpr. James G. Runkle poses with a 1956 Ford Interceptor.

The authorized strength of the department was increased from 320 to 355 members. The probationary period of a new officer was lengthened from six months to 12 months. Forty men completed training on November 12 in Sedalia.

Also in 1955, a Patrol garage for the installation of special car equipment and minor car maintenance was opened in January at Troop F. In June, the Motor Equipment Division was created. This division would be responsible for the purchase and maintenance of motor equipment. Sergeant Howard H. Schaperkoetter was placed in charge.

Seat belts were installed in all patrol cars before the end of the year.

1956

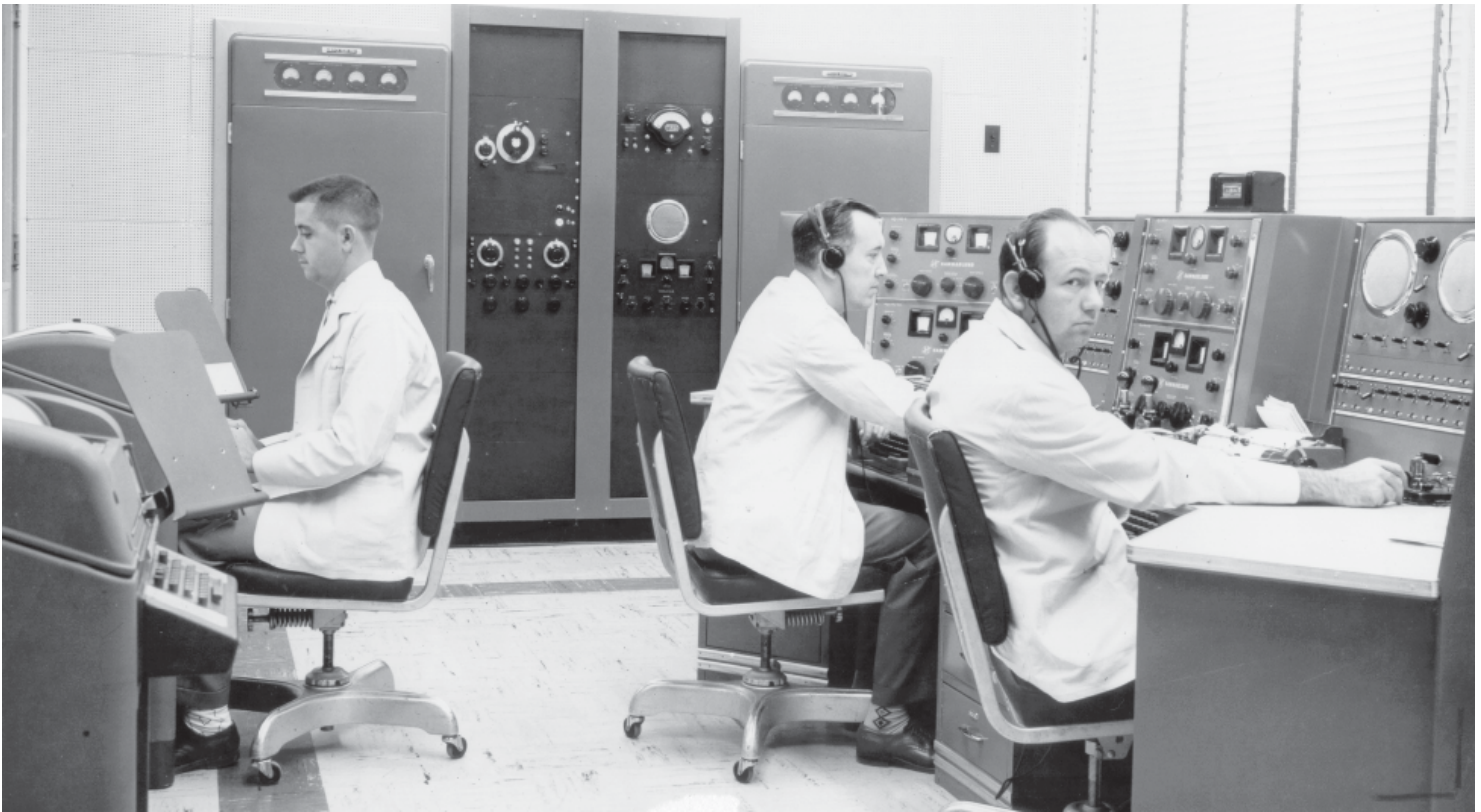
The Highway Patrol was now 25 years old. It had grown from 55 officers to 355 officers and over 200 civilian employees.

The Patrol started a new program in its fleet operation. Bids were taken on 400 cars to be delivered the next year. They would be replaced at 25,000 miles. Prior to this, cars were driven 65,000 miles or more before being replaced. The successful bidder was a Dodge dealer in Columbia.

In June, a radar unit was ordered to check the speed of buses and trucks regulated by the Public Service Commission. Trooper Robert E. Burgess operated the unit in every troop.



Tpr. Wayne W. Allman



The Troop F radio room in 1957 is pictured.

The straw hat replaced the felt hat during the summer.

In August, Missouri became the first state in the country to bid out the contracts on the newly authorized interstate system. These limited access four-lane divided highways would change the types of accidents worked, laws to be enforced, and enforcement techniques of our officers in the years ahead.

Eight recruits completed training at Troop F in October.

1957

Incoming Governor James T. Blair reappointed Hugh H. Waggoner as superintendent on February 20.

The Missouri Legislature passed several laws which affected the Highway Patrol. They included: creation of the rank of lieutenant colonel; increasing to two the number of majors; and authorizing an increase in officers from 355 to 455. Major E.I. (Mike) Hockaday was promoted to the rank of lieutenant colonel on October 1, the first officer to hold that rank.

Another statute passed by the legislature listed absolute maximum speed limits for different types of highways for day and night travel. The Highway Patrol had been advocating such a law for some time. Radar units were purchased for each troop.

On July 1, the Trachoma State Hospital in Rolla was turned over to the Patrol to be used as a training school facility for the department.

Four hundred fifty-five 1958 Chevrolet sedans were contracted for late in the year. A new oscillating red light would be mounted on the hood and the siren would be placed on the right, front fender.

Communications personnel were given a uniform allowance in September and notified they would soon be required to wear a uniform.

1958

The Highway Patrol Academy at Rolla was a busy place during the year. There were three, 10-week recruit training schools held at the Academy to train 124 men. Three full-time training officers were on staff at the Academy.

Members of the Highway Patrol were given the right of search and seizure on public highways in the state.

Seventy-one civilian driver examiners began their duties allowing 17 uniformed members to return to road duty.

Other highlights of the year: additional radar units were purchased; radio operators began wearing uniforms in April; a new type of straw hat for officers, similar in design to the felt hat, was worn beginning in May; a slapper blackjack was made available in each patrol car that same month; shotguns were mounted on the lower left door pad and rifles on the front floor, parallel to the seat cushion.



Sgt. John H. Barbour, left, and Sgt. Francis A. "Bud" Jones stand in front of a 1959 Dodge patrol car.

1959

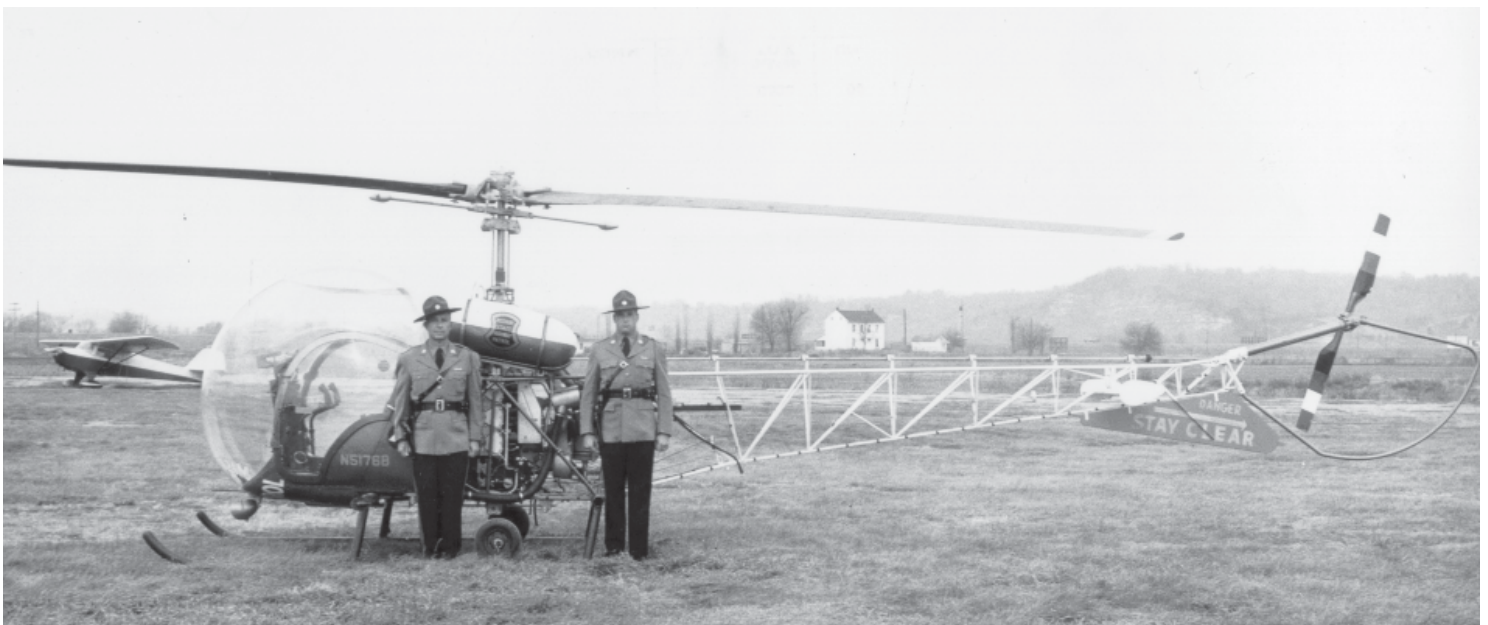
State funds were allocated to the Highway Patrol to make training available to the peace officers throughout the state. The first special school for sheriffs was held for one week, starting on September 13. The first two-week basic school for peace officers began immediately thereafter.

One officer from each troop was trained at the Academy to become that troop's first evidence technician. A recruit school was held for 11 men.

The Highway Patrol purchased its first helicopter. Sergeant Bill East was the pilot and the first member to have full-time flying duties. The helicopter was used for manhunts and special events.

A radio frequency that could not be monitored by officers in cars was added. Troop radio operators could communicate with each other without loading up the regular channel.

The Highway Patrol contracted for 1959 Dodges from the Chrysler Corporation. This fleet was unique in that for the first time some of the cars were two-door hardtops.



The Patrol purchased its first helicopter in 1959.

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.

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.

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



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

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.

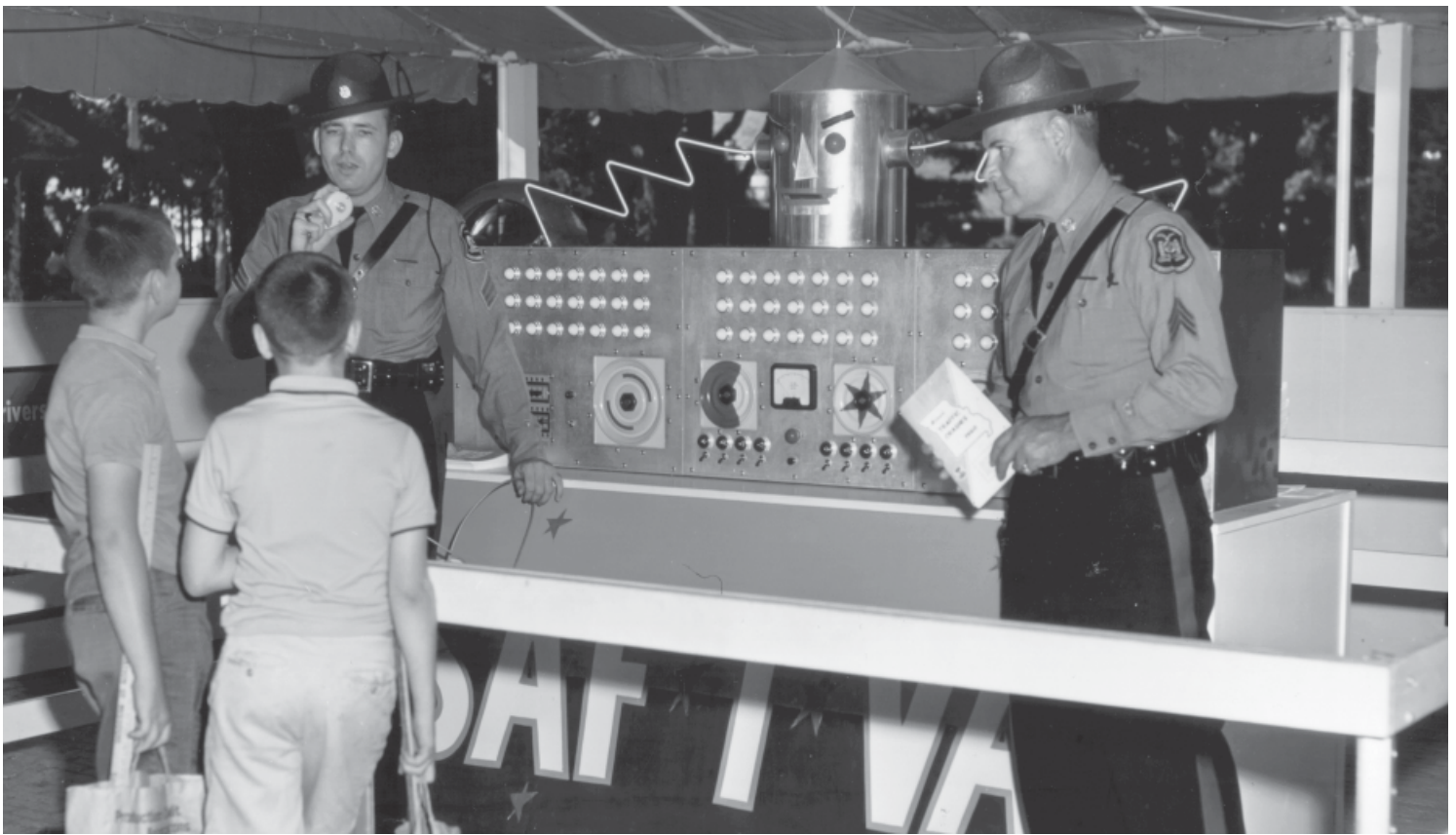
In June, a Beechcraft Baron airplane was purchased for the governor's transportation.

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.

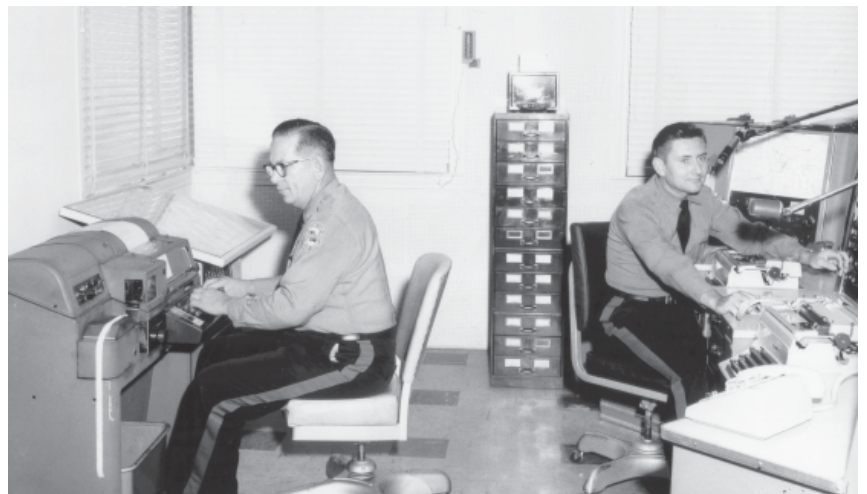
The full strength of 505 officers was reached on June 9, when 37 men graduated from the Academy in Rolla.

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 re-appointed 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.



Col. E.I. (Mike) Hockaday



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



Troopers attended breathalyzer training in 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. 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.

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.)

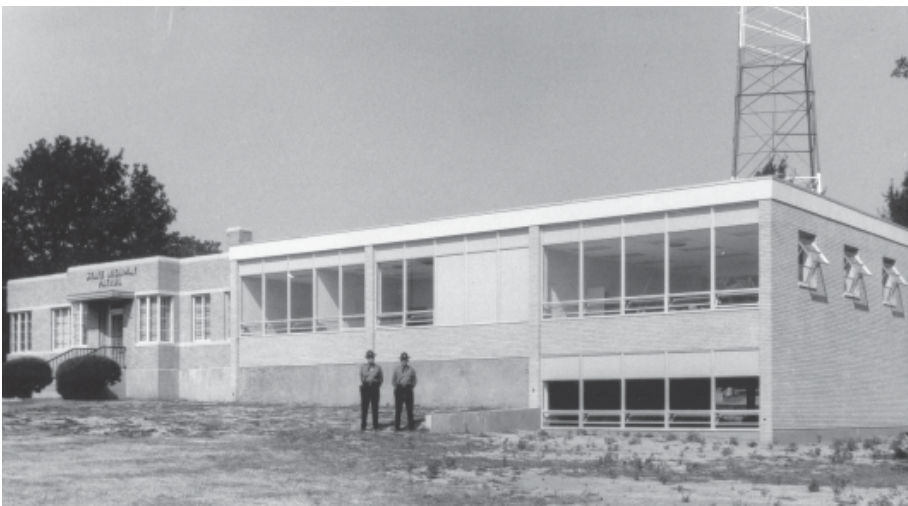
The Federal Highway Safety Act was passed this year. It would have a broad and pronounced impact on vehicle safety and highway engineering and laws in the various states. Ten safety standards were initially passed. Resources made available by the Safety Act provided management training for many Patrol 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.

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



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.

Headquarters in Rolla, a new supply building at General Headquarters, and standby 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 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.

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



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



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

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.

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.



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.



Tpr. Jesse R. Jenkins

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.

1970-1979

1970

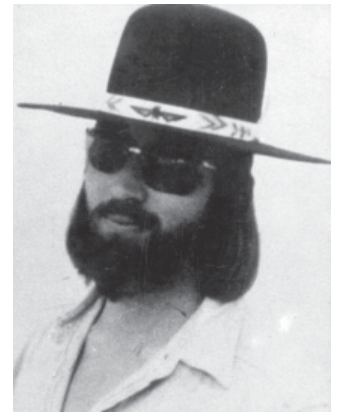
Two members of the Highway Patrol lost their lives in the line of duty. Trooper Gary W. Snodgrass, 24, Troop I, was killed in an automobile accident on February 21. Trooper William R. Brandt, 23, Troop B, lost his life on June 12 when a tornado blew his patrol car into a concrete bridge abutment on Highway 36, near Macon. This same tornado severely damaged Troop B Headquarters.

In February, the Narcotics Unit within the Intelligence and Investigation Section was established. Officers were placed undercover for the first time.

In April, 168 officers were sent to assist the Kansas City Police Department following civil unrest. A riot was in progress, buildings had been burned, and several persons had been killed. Officers patrolled the downtown and central sections of the city for three days.

One-hundred officers were assigned to provide support and protection at the National Governors' Conference held at the Lake of the Ozarks in August.

The Society of Retired Missouri State Highway Patrol Employees was formed at a meeting in May in Rolla. The purpose of the new organization was to promote fellowship and improve the social and economic welfare of retired employees.



Two troopers, Ed Moses (left) and Lee Porter (right), were assigned to the Narcotics Unit within the Intelligence and Investigation Section in February 1970.

The Patrol purchased a STOL (Short Take-Off and Landing) Helio Super Courier aircraft in 1970.

A training class of 17 men graduated from the Academy in Rolla in June.

1971

The Missouri State Highway Patrol Law Enforcement Academy opened its doors on May 2 to the 40th Recruit Class (this was the first class to be given an identifying number, i.e., 40th Recruit Class), comprised of 40 recruits who would undergo 24 weeks of intensive training. The new Academy consisted of three buildings: an adminis-



Tpr. Gary W. Snodgrass

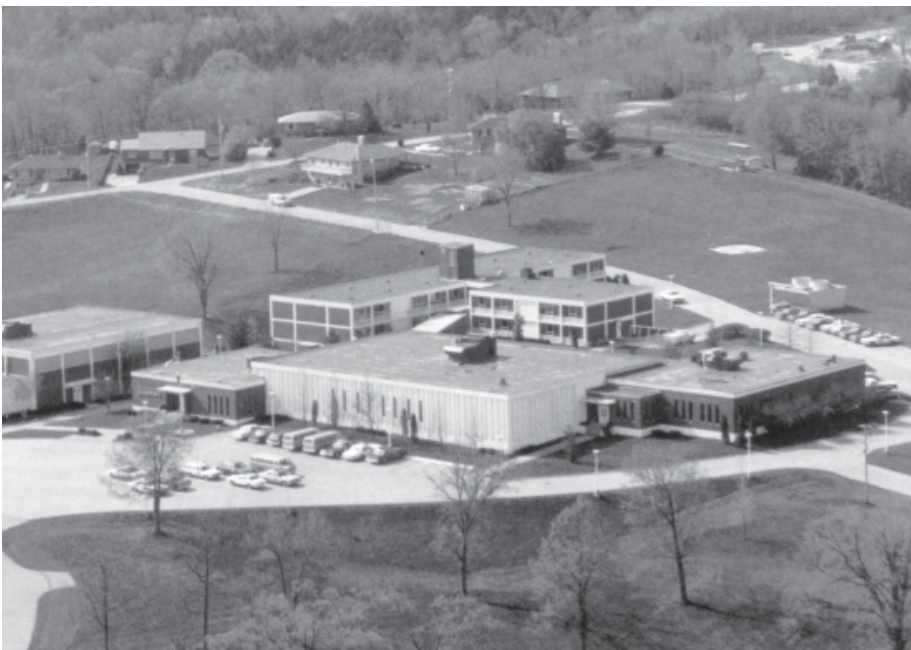


Tpr. William R. Brandt



This Patrol aircraft was used to transport Missouri's governor.

tration building containing five classrooms, a legal library, a photography laboratory, and a cafeteria seating 168 persons; a physical training building containing a gymnasium, firing range, training tank and sauna; and a 124-bed dormitory with large recreational rooms in the basement. The 40th Recruit Class graduated on October 15.



Pictured is the Law Enforcement Academy in Jefferson City.

The computerized Missouri Uniform Law Enforcement System (MULES) became operational in late April. The Patrol was the controlling agency of the network. Other departments connected to the system could obtain information within seconds on wanted persons, stolen vehicles, and stolen property. MULES also provided total access to the National Crime and Information Center in Washington, D.C.

The first Missouri State Cadet Patrol Academy Program was held at the Academy in June. The cadet program for 16- to 18-year-olds was sponsored by the American Legion, Department of Missouri Incorporated, in cooperation with the Highway Patrol. The Patrol provided instructors for the five-day program on various law enforcement subjects. This program for youths continues today.

A Bomb and Arson Unit composed of two volunteer officers was organized on August 1.

Six Harley-Davidson motorcycles were purchased in August. They were

used on special details such as fairs, parades, and for traffic control in congested areas.

The first Basic Police School to be held at the Law Enforcement Academy was completed on August 13. This was the 105th such school held by the Patrol since the program started in 1959.

Commissioned officers began wearing black leather and shoes on January 1, just like other members. They would continue to do so until September 1973, when all officers of the rank of lieutenant and above would again wear brown leather.

A hard-bound book containing a history of the organization and photographs of Patrol employees was sold to all employees late in the year.

1972

A Statewide Traffic Accident Records System (STARS) became operational in January.

The Missouri State Highway Patrol's Communications Division began publishing the MULES Newsletter in February. The publication was sent to all agencies that had terminals to the department's computer.



Information Systems Division employees keep busy in the computer room (1970).



(l to r) Lt. Roscoe M. Laurie, Lt. Howard M. Fenimore, and Capt. R.E. Davis look at a new 1972 Ambassador.

Mr. Warren McGee was selected in March to direct the Motor Equipment Division. He was the first civilian to hold that position.

A new south wing addition to General Headquarters was completed in March. Employees of the Traffic, Commercial Motor Vehicle, and Motor Vehicle Inspection divisions, and the Public Information Office moved into the new addition.

The 41st Recruit Class began training July 2, at the Academy and graduated on December 15.

The first electronic weigh scales to be built in the state by the Missouri Highway Department were placed into operation by the Patrol. The scales were located in Troop H on Interstate 35, north of Eagleville at two weigh stations for northbound and southbound traffic.

The Missouri Highway Patrol Quarter Century Club was formed in December. Uniformed and civilian employees of the Highway Patrol, active or retired, who have 25 years or more of service with the department are eligible for membership.

Seventy-one members of the department were on detail for the funeral of former President Harry S. Truman who died on December 26 at the age of 88.



A Bomb and Arson Unit was created in 1971.

1973

Colonel E.I. (Mike) Hockaday retired in January. Governor Christopher S. Bond selected Major Sam S. Smith to serve as the new superintendent. Smith was appointed to the Patrol on July 1, 1946. He was a district field commander prior to being selected as superintendent.

The Highway Patrol Museum, located in the south wing of General Headquarters, was opened to the public in March. The museum housed exhibits about the history of the Highway Patrol, work done by the various divisions within the Patrol, as well as displays concerning drug addiction and traffic safety.

The 77th Missouri General Assembly increased the Highway Patrol personnel to 800 officers and patrolmen and to 30 lieutenants from 750 and 25, respectively. The General Assembly also passed Senate Bill 77 dealing with state government reorganization which placed the Highway Patrol under the Department of Public Safety effective July 1, 1974.

The first women driver examiners were employed by the Highway Patrol on August 13. Both women were stationed in Troop A.

The first new satellite station was opened in Troop E, Sikeston, on October 1. Lieutenant Winifred E. Lemonds was in charge of the station. Another satellite station was also opened in Troop D, Carthage. Lieutenant Edward F. Christman was the officer in charge.

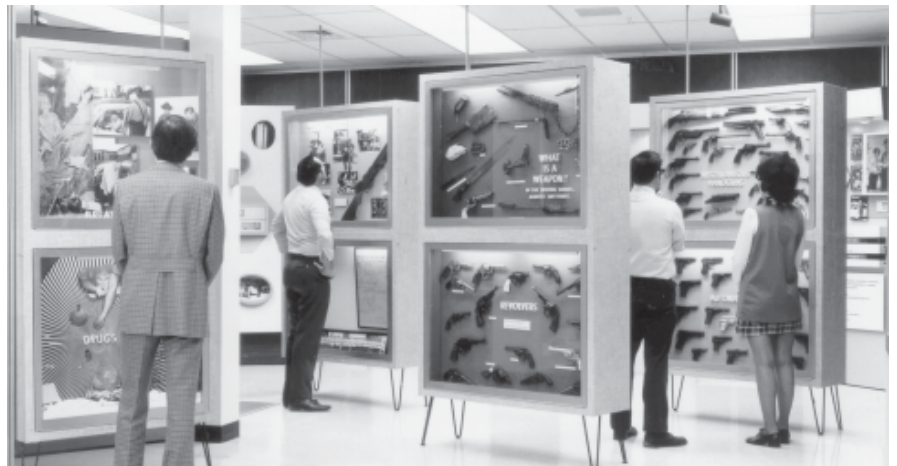


Col. Sam S. Smith

Colonel Smith announced a reorganization within the department. The positions of chief of staff and district commander were abolished effective October 1. Three new positions became effective on that date, namely, chief of enforcement, chief of field services, and chief of staff services.



Pictured is Sikeston Satellite Station, which opened October 1, 1973.



A Highway Patrol Museum opened in the south wing of General Headquarters in March 1973.

A ground-breaking ceremony for the new Troop E Headquarters, Poplar Bluff, took place on October 19.

Construction on a new Troop G Headquarters building in Willow Springs began in November.

1974

Governor Bond signed into law the State Reorganization Bill passed by the 77th Missouri General Assembly. The bill realigned the executive branch into 14 cabinet-like departments effective July 1. The Highway Patrol came under the Department of Public Safety. Governor Bond appointed Mr. Michael D. Garrett to be the first director of the new department.

A new maximum speed limit of 55 miles per hour became effective on March 4. This speed limit was put into effect in order to save fuel during the gasoline shortage.

The 42nd Recruit Class members were commissioned on April 3.

Construction of a new headquarters building at Troop E, Poplar Bluff, was started in January.

A bill creating three classes of patrolmen and allowing for a salary increase for uniformed members was passed by the Legislature in April.

Senate Bill 457 provided for a probationary patrolman to receive an annual



On March 4, 1974, the speed limit on all Missouri highways was reduced to 55 miles per hour.



The new Troop G Headquarters in Willow Springs was completed in 1975.

salary of \$9,900. A patrolman would receive \$10,200 annually and a patrolman first class would receive an annual salary of \$10,500. All other uniformed members would receive an across-the-board pay increase in the amount of \$1,500. Increases in salary for Communications Division personnel were also included in this bill. The pay increases became effective on August 13.

Thirty recruits began training at the Academy on September 1. Included among these recruits were two women, Patricia Ruth Wright and Bridget Ann Cronin, the first women to be selected to enter Patrol recruit training.



Motor vehicle inspectors began working in the field on October 7, 1974.

The Highway Patrol began a pilot Citizen Band Radio Communication Program in the fall of the year. A few patrol cars were equipped with CB transceivers at the trooper's expense. The superintendent requested reports on CB contacts made by the officers. Nearly 500 such reports were received by the end of the year. Efforts began late in the year to obtain federal funding for the installation of CB transceivers in all Patrol headquarters and field patrol cars. The idea was to form a statewide citizen band radio communication program service, to provide aid to motorists in need of help, and to encourage citizen participation and involvement in other matters involving public safety.

The Highway Patrol was authorized 25 full-time motor vehicle inspectors. They would supervise inspection stations and inspector-mechanics through-



In 1977, Plymouth vans were purchased for use by the Motor Vehicle Inspection Division.



Employees moved into the new Troop E Headquarters in Poplar Bluff in April 1975.

out the state. The motor vehicle inspectors began working in the field on October 7.

1975

The Highway Patrol fully implemented its Citizen Band radio communications service with the traveling public in July. The installation of CB mobile units in all field patrol cars was completed by members of the Communications Division. CB base stations were also installed in each of the nine troop headquarters. Officers monitored CB Channel 9 and used the call sign KMO 0911.

Thirty-eight Patrol recruits began training at the Academy on January 1. Members of the 43rd Recruit Class, which included the first two female troopers, graduated on January 31.



Tpr. Patricia Ruth Wright



Tpr. Bridget Ann Cronin

Perry County became a part of the Patrol's Troop C effective January 1. This county had been under the administrative jurisdiction of Troop E.

The new troop headquarters at Troop G, Willow Springs, was completed. The new building included a regional crime laboratory.

The personnel of Troop E, Poplar Bluff, moved into their new headquarters building on April 14. The new building was formally dedicated on May 1 by Governor Bond.

The process of installing a new Federal Twinsonic light system on patrol cars began in May. Plans were to

replace 100 of the then-present light and sound systems each year with the new system.

Patrol General Orders were changed to read that the blouse would be worn only on designated occasions, and not during the winter. From May 15, 1975 forward, the Class A uniform was worn all the time.

The 44th Recruit Class graduated on May 30.

Speedgun II moving radar units were installed in several patrol cars. The portable Speedgun II was computerized to flash the speeds of vehicles via a digital readout in a small window in the back of the unit. It also kept a rolling check on the speed of the patrol car.

A new weigh station located two miles north of Steele, MO, was put into operation on August 1.

A Hughes 269-A helicopter was added to the Highway Patrol aircraft fleet.

Two women and 16 men began recruit training on November 2.

1976

Legislation was passed that eliminated employee contribution to the retirement system.

A tornado hit the West Plains area on February 21 and destroyed the Troop G, Zone 2 office. No one was injured.

The 45th Recruit Class graduated on April 9. The 14-member class was the smallest Highway Patrol recruit class in several years.

1977

On December 16, 1976, Colonel Sam Smith informed Governor-elect Joseph P. Teasdale that he planned to retire from the Patrol on January 10, 1977. Four days before his retirement, Colonel Smith was named the acting director of the Department of Public Safety for the period from January 11 to January 31. Lieutenant Colonel William A. Dolan became the acting superintendent for a few days. Governor Teasdale appointed Lieutenant Al R. Lubker of the Patrol's Public Information Section to the superintendent's post effective February 3. William K. Carnes was named the director of the Department of Public Safety on January 14.



Trooper Randy L. Brown poses with a handheld radio extender which were first purchased in 1977.

Troop D employees moved into their new headquarters complex on February 14. An open house was held at the new satellite headquarters in Sikeston, Troop E, on May 15.

Two hundred twenty-four protective vests were distributed to the troops in May. Troopers wanting to wear them regularly could make application to their troop commander.

Twelve 1977 Plymouth vans were purchased for use by motor vehicle inspectors.

A fixed-wing aircraft was assigned to Troop D. Four other troops had previously had aircraft assigned: A, B, C, and E.

Eight-channel scanner radios were installed in patrol cars in October, allowing troopers to monitor the radio transmissions of police agencies in other areas.

Eighty-three handheld extenders were purchased in June. The handheld radio extender permitted communication to a troop headquarters by a trooper away from his car through the car radio. Twenty-eight extenders had been purchased in 1974 and many more were ordered after 1977.

Troopers began wearing Patrol emblem patches on the right shoulder of their garments to match those already worn on the left shoulder.

1978

Saturation enforcement operations began on major highways to combat widespread violation of the

55 mph speed limit. Moving and stationary radar as well as aircraft were used to detect speeders.

Operation C.A.R.E. (Combined Accident Reduction Effort) was entered into with other states during the three major summer holidays. Extra marked and unmarked cars displaying Operation C.A.R.E. stickers were assigned to designated highways.

In November, the organization entered into the Statewide Employee Assistance Program (SEAP) which was developed to assist troubled employees in obtaining professional counseling services.

F.M. Wilson was named the director of the Department of Public Safety after Kenneth Carnes was relieved of his duties by the governor.



Acting Superintendent Willam A. Dolan



The Missouri State Highway Patrol joined other states to form Operation C.A.R.E. (Combined Accident Reduction Effort) in 1978.



The 1978 Mercury was the last full size patrol car.



Col. Al R. Lubker

The 47th and 48th recruit classes graduated on October 20 and December 22, respectively.

1979

On January 1, the Patrol began using the statewide Offense Code system. The system contained codes for all laws in the new criminal code, which became effective at the same time. A Motor Vehicle Offense Pamphlet designed for the Uniform Traffic Ticket holder listed vehicle codes and charges for quick reference.

The Troop H new headquarters building was completed and ready for occupancy on April 21.

New legislation: Weight inspectors were designated "commercial vehicle inspectors" and granted limited commercial vehicle arrest powers; authorized strength was increased from 800 to 900 members, and the number of majors was increased from three to five, captains from 16 to 20, and lieutenants from 35 to 46; a change in the law this year would permit annual cost-of-living increases for members, starting in July 1980.

The Laboratory, Information Systems, and Criminal divisions were moved to the newly constructed General Headquarters Annex building in October.

Also in October, the Missouri Association of State Troopers Emergency Relief Society (MASTERS) was organized to provide financial aid and



A criminalist works in the Crime Laboratory in the Annex Building of General Headquarters.

assistance to the spouse of a member killed in the line of duty. Mr. Fred Weber, St. Louis, was instrumental in forming this group and served as its first president.

Equipment: A five-place Bell Jet Ranger helicopter was purchased for traffic, rescue, and surveillance work; 12 new Kawasaki 1000 cc motorcycles were placed into service, increasing the motorcycle fleet to 18, with two assigned to each troop. Cyclists



Twelve Kawasaki motorcycles were purchased in 1979.

were instructed to work in pairs and use the bikes in enforcement in good weather and in daylight; Speedgun 8 radar units were purchased and all zone cars were equipped with moving radar; cruise control was a new patrol car feature; and off-duty badges were reissued.

The Water Patrol recruits began training with Highway Patrol recruits for the first 15 weeks of the regular 21-week schedule.

The Highway Patrol's 49th and 50th recruit classes graduated on June 8 and December 7, respectively.

1980-1989

1980

In March, employees were reimbursed for all contributions they had made to the Highway Department and Highway Patrol retirement system between 1956 and 1976, plus accrued interest. This was done because a law was passed in 1976 making the retirement system noncontributory.

Troop F Headquarters was moved to a site two miles east of Jefferson City on U.S. 50 in August. It formerly was located on McCarty Street in Jefferson City.

Missouri became a member state of the Nonresident Violator Compact on August 13.

Portable first-aid kits containing more supplies than before were distributed in September.

The 51st Recruit Class graduated May 30, which included Paula L. Woodruff, the first African-American woman commissioned by the Patrol. The 52nd and 53rd recruit classes graduated August 29, and November 1, respectively.

Orders were taken for 50-year commemorative items such as a weapon set, consisting of a .357 caliber stainless steel revolver and knife, a ring, and a brass belt buckle.

1981

Allen S. Whitmer was named superintendent by newly-elected Governor Christopher S. Bond on January 29. Whitmer had been a member of the Patrol since June 1948, and was the commanding officer of Troop I, at the time of his selection to be superintendent.

Ed Daniel was appointed the director of the Department of Public Safety on January 8. He was the chief of police in St. Charles, MO, at the time of his appointment.

The offices of the Safety Education and Information Division were moved to the ground floor of General Headquarters in January. The enforcement office containing the district commanders and other personnel moved into the area vacated by that division in the south wing of GHQ.

A newly-elected sheriffs' training school (three weeks) was completed on February 6, 1981.



Col. Allen S. Whitmer

The Garage and Radio Shop in Jefferson City were completed in March. The two facilities are located in the same building complex near Troop F Headquarters.

S.T.E.P. (Selective Traffic Enforcement Program) began in April. This law enforcement program was directed toward those locations which had a high incidence of accidents involving drinking drivers. This program continues today.

Trooper Dennis H. Marriott, 36, Troop F, died June 13 from injuries received June 1 when he was struck by a vehicle after exiting from his patrol car for a traffic stop. The vehicle which hit Tpr. Marriott stopped momentarily after the incident and then left the scene. The vehicle was stopped a few minutes later by local police and the driver, Mary Ann Holzer, was arrested.

Tpr. Marriott was the 11th member of the Highway Patrol to lose his life in the line of duty.

A massive manhunt was conducted in Southwest Missouri in September for four convicts who had escaped from the Kansas State Prison in Lansing. Officers from Troops A, D, G, I, and General quar-



Troop F Headquarters in Jefferson City was moved in 1980.



Tpr. Dennis H. Marriott



The Highway Patrol celebrated its 50th anniversary by holding an open house in every troop headquarters, like this one in Troop D, Springfield.



The Patrol Garage and Radio Shop, located behind Troop F Headquarters, were completed in 1981.

ters participated in the six-day manhunt. All four convicts were captured.

A special Commercial Vehicle Safety Inspection Program funded by the federal government was conducted during the year. Nearly 5,000 commercial vehicles were inspected by CVE personnel in the program.

The Flat River Satellite Headquarters in Troop C was completed. A 350-foot tower was installed at the satellite by members of the Communications Division.

Open houses were held during the year at troop headquarters buildings around the state in observance of the Missouri State Highway Patrol's 50th anniversary.

The 54th Recruit Class graduated on June 5.

1982

Missouri recorded 908 traffic fatalities during the year — the lowest year for traffic deaths in the state since 1950.

The Patrol's Personnel Division developed an Assessment Center for promotion to the rank of lieutenant. The center was designed to provide a means of gathering relevant information, under standardized conditions, about an individual's capabilities to perform in a managerial position. Thirty-six sergeants took part in the Assessment Center in 1982.



Col. Howard J. Hoffman

The Troop G Satellite Laboratory in Willow Springs was closed. It would reopen in September 1984.

The Missouri State Highway Patrol Safety Education Center was opened to the public in April. The center, located on the ground floor of General Headquarters in Jefferson City, contained displays concerning traffic safety, law enforcement, drug abuse, and items relating to the history of the agency. There were also exhibits focusing on the services and responsibilities of the Patrol both on and off the highways. A theater facility adjacent to the main center area provided educational films to people of all ages. Nearly 9,000 people visited the center during the year.

Effective June 1, legislation passed called for compulsory retirement of members at age 60.

Col. Allen S. Whitmer retired September 1. Governor Bond named Major Howard J. Hoffman as superintendent. Hoffman was appointed to the Highway Patrol on September 18, 1955. He was a district enforcement officer at the time of his appointment.

The Highway Patrol began a concerted effort to locate and destroy marijuana fields in the state.

Thirty-two officers were assigned special duty at the Republican Governors' Conference in Kansas City in November.



The Safety Education Center came into existence in April 1982.



DWI spotchecks like the one pictured began in 1983.



In 1982, the Patrol began a concerted effort to locate and destroy marijuana throughout the state.

1983

On March 30, Governor Bond signed House Bill 539 into law. This legislation, known as the “Big Truck Bill”, related to the operation of commercial vehicles and trailers regarding to weight, length, and height limits on certain highways.

The 55th Recruit Class began training on January 3 and 33 new troopers graduated on April 29.

Nearly 50 members of the Patrol were assigned to the Governor’s Cup Hydroplane Boat Race detail at the Lake of the Ozarks in May.

Legislation became effective in March giving the Patrol authority to enforce the Department of Transportation’s Code of Federal Regulations regarding hazardous materials. On July 1, an officer assigned to the Commercial Vehicle Enforcement Division was designated a hazardous materials coordinator.

Twenty-five, one-week On-Scene Accident Investigation In-Service Schools were presented at the Academy from May 1982 to August 1983. A total of 591 officers from the rank of trooper to lieutenant (inclusive) attended this course of instruction.

A statewide DWI spotcheck program was started in August. These spotchecks, or roadblocks as they were commonly called, were directed toward those locations which had a high incidence of



The Statistical Analysis Center was established in 1983.

accidents involving drinking drivers. As a result of 30 spotchecks in 1983, 127 motorists were arrested for drunk driving.

Members were issued the B-30 Smith and Wesson Security holster and speedloader ammunition pouch early in the year. The holster was of semi-high rise design for added security to the officer. The accompanying speedloader pouch contained two Safariland speedloaders. An officer would be able to load six bullets from one of the speedloaders all at one time into his weapon in just a few seconds.

Officers were issued an L-frame .357-caliber magnum. It replaced the commemorative magnum issued in late 1979. Original issue of the .357-caliber magnum was in August 1976, to replace the Smith and Wesson K15 .38-caliber revolver.

The Division of Drug and Crime Control was established on September 28, after Senate Bill 294 was passed by the 82nd Missouri General Assembly and signed into law by Governor Bond. The 36 officers assigned to the Patrol's Criminal Investigation Division around the state and General Headquarters were reassigned to the new division.

Legislation was passed authorizing the Patrol to sell its used vehicles to municipalities, counties, political subdivisions, or state governmental agencies.

House Bill 268 was signed into law granting troopers and radio operators an across the board \$3,312 salary increase. It also provided for a spread between all ranks of corporal and above to \$1,800 annually.

A child passenger restraint law was passed to become effective January 1, 1984.

The Arrest Records Section of the Patrol's Traffic Division became fully operational in 1983. This section would maintain records of all alcohol- and drug-related convictions whether in violation of municipal or county ordinance, or state law. In addition, this section would also maintain the Patrol's Traffic Arrest System, establish and maintain the uniform traffic ticket number assignment system, and maintain the Patrol's Uniform Traffic Ticket Audit System.

The Highway Patrol's Motor Vehicle Bureau moved to the new Harry S. Truman State Office Building on October 24. The bureau consisted of eight civilian employees and operated seven days a week, from 8 a.m. to midnight.

A special display noting the members of the Patrol who have lost their lives in the line of duty was completed in the Safety Education Center at General Headquarters.

One hundred and fifty new 1983 Ford LTDs were purchased as replacements for road cars.

A Statistical Analysis Center (SAC) was established within the Highway Patrol's Information Systems Division. SAC is designed to provide research and information services to state agencies and local governments in the areas of traffic safety and criminal justice.

Trooper Charles R. Jackson was named the new Equal Employment Opportunity and Affirmative Action Officer for the Patrol. He replaced Corporal Reggie L. Woods who had resigned from the agency.

Operation Cashcrop, a cooperative effort by citizens and law enforcement agencies to rid Missouri of illegal marijuana fields, was initiated. Citizens were requested to call toll free 1-800-BAD-WEED if they knew of any marijuana fields. Law enforcement agencies participating in the program were the Missouri Highway Patrol, Missouri sheriffs offices, city police departments, Missouri Conservation Commission, U.S. Forest Service, and the Federal Drug Enforcement Administration. This marijuana eradication program has continued each year since 1983.

1984

An additional radio channel was obtained by the department, the first additional frequency obtained in the Patrol's low band frequency range since 1958. The new frequency will provide additional car-to-car communications in future system plans.

The 56th Recruit Class began training on January 2, and 21 new troopers graduated on May 11.

Thirty-seven sergeants earned the opportunity to participate in the Lieutenant's Assessment Center. Out of the 37 sergeants who participated in the center, 10 were promoted to the rank of lieutenant.

The pre-employment testing procedures for the position of trooper were updated to comply with the revised Federal Uniform Guidelines on Employee Selection Procedure.

Several officers were assigned to the presidential security detail when President Ronald Reagan visited the Missouri State Fair on August 19.

"Buckle Up" signs were posted at all troop headquarters and General Headquarters driveways to encourage the use of seat belts.

New extenders purchased included an "acknowledgement" tone. This tone is a short beep which is heard over the road officer's personal radio each time he transmits into the extender. The beep is to acknowledge that the radio did transmit, and insures that the portable and mobile radios are working properly.



President Ronald Reagan visited the Missouri State Fair in August 1984.

The Olympic Torch traveled through Missouri in June on its way to the 1984 Olympic Games in Los Angeles, CA. Approximately 60 Patrol officers helped provide security for the Olympic Torch runners as they traveled through Troops E, C, F, and A.

Also in June, approximately 200 members of Hells Angels met at the Lake of the Ozarks. Members of the Division of Drug and Crime Control did extensive intelligence gathering at the request of several law enforcement agencies. Members of Troop F were on hand to help keep the peace. No major incidents were reported.

Legislation affecting retirement benefits became effective October 1. One of the provisions of the legislation increased the annuity rate used to compute the benefit from one and one-fourth percent to one

and one-third percent. This new annuity rate also affected those members who retired prior to October 1, and in most cases, resulted in an increase of approximately 6.6 percent in their benefits.

The Patrol's criminal laboratories at General Headquarters, Macon, and St. Joseph were accredited by the Laboratory Accreditation Board of the American Society of Crime Laboratory Directors.

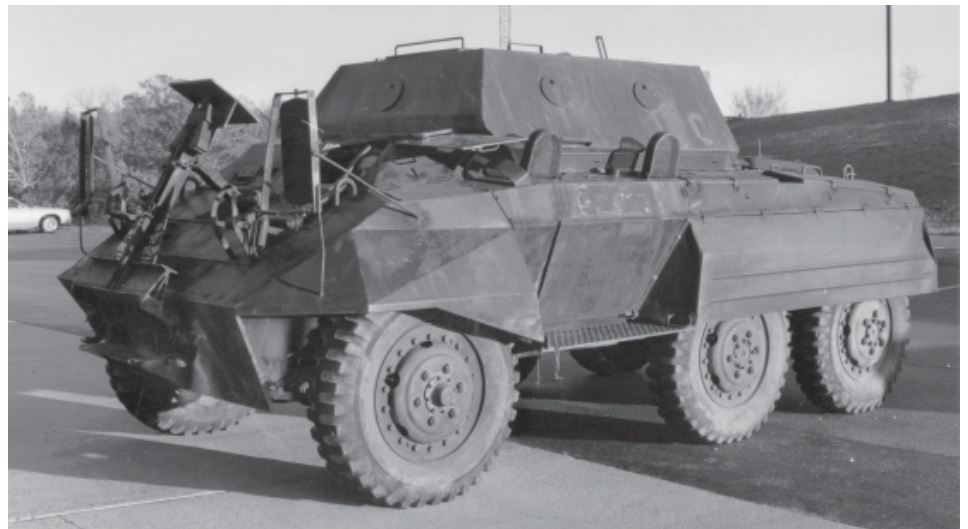
The Highway Patrol purchased an M-20 armored personnel carrier vehicle. The vehicle weighs 15,650 pounds and can carry six people inside. It could be used to provide safe transfer and deployment of police personnel in hostile or emergency situations.

1985

Two members of the Highway Patrol were killed in the line of duty within a period of a little over six weeks in 1985.

Trooper James M. Froemsdorf, 35, Troop C, was shot and killed with his own gun on March 2 on Interstate 55 near Brewer, MO, after he stopped a motorist for speeding. Trooper Jimmie E. Linegar, 31, Troop D, was shot to death on April 15 while conducting a traffic check near the intersection of U.S. 65 and Missouri 86. Trooper Allen D. Hines of Troop D was wounded in the same shooting that took the life of Tpr. Linegar.

The suspect in Tpr. Froemsdorf's killing, Jerome Mallett, was captured March 5 when he was spotted by a motorist who notified authorities. He was



This M-20 armored personnel carrier was purchased in 1984.



Tpr. James M. Froemsdorf



Tpr. Jimmie E. Linegar

later convicted of murder and sentenced to be executed. David C. Tate, accused of the fatal shooting of Tpr. Linegar and the wounding of Tpr. Hines, was apprehended on April 20. Again, it was a citizen who recognized Tate and reported his whereabouts to law enforcement officers. Tate was convicted of the murder of Tpr. Linegar and sentenced to life without parole.

Troopers Froemsdorf and Linegar were the 12th and 13th members of the Patrol to be killed in the line of duty.

Newly-elected Governor John Ashcroft reappointed Col. Howard J. Hoffman as superintendent.



Inside David Tate's van, officials discovered an arsenal of weapons, ammunition, camping equipment, ski masks, and four birth certificates for Tate's alias'.

Mr. Richard C. Rice was named the director of the Department of Public Safety.

The Fatal Accident Reporting System (FARS) became a unit of the Highway Patrol on January 1. FARS analyzes fatal traffic crashes in detail and forwards information to the National Highway Traffic Safety Administration in Washington D.C. This unit had been under the direction of the Missouri Division of Highway Safety since 1972. FARS was assigned to the Traffic Division at General Headquarters.

Governor Ashcroft signed into law a bill requiring motorists in Missouri to wear seat belts on

March 5. The law went into effect on September 28, but no penalties would be imposed until July 1, 1987. Warnings would be given by officers prior to that date. Motorists had to be stopped for another offense before a ticket could be given for not wearing a seat belt.

Troop H furnished 25 officers to attend a farm disclosure sale in Plattsburg, MO in Clinton County on

March 15. Protestors to the sale pushed, shoved, and shouted in an effort to disrupt the proceedings. The sale was completed without serious injury to anyone.

Several committees were formed to make recommendations concerning the Patrol's response to special operations, such as man-hunts. Committee subjects included: communication needs; use of automatic weapons and protective cages; recommendations for a tactical or field uniform; soft body armor.

A Policies and Procedures Manual was distributed to all regular full-time civilian employees. This manual was designed to serve the employees as a permanent reference and working guide in the day-to-day administration of the department's policies, procedures, and practices.

The Patrol developed a departmental policy to ensure compliance with the provisions of the Fair Labor Standards Act relating to work hours.

The new pre-employment testing procedures for prospective troopers was used for the first time. The procedures were part of a selection process validation project conducted in 1984 in which 100 troopers underwent various tests for obtaining normative data with respect to cutoff scores.

The Highway Patrol received 600 MPH S-80 MCX radar units to replace the Speedgun 6 and Speedgun 8 units. The new unit is multi-piece with a front and rear antenna capable of checking traffic moving in either direction. Training on the operation of the new radar was given to each road officer.

The Commercial Vehicle Enforcement Division began monitoring the shipments of radioactive materials on Missouri highways. Special equipment was purchased to do this work.

Two new sections were added to the Division of Drug and Crime Control as a result of legislation passed by the Missouri General Assembly. Senate Bill 44 created the Missouri State Lottery. In this bill



A trooper uses the new 600 MPH S-80 MCX radar unit.

the Patrol was given the authority to make investigations relative to the operation and administration of Missouri gaming operations. The Lottery Enforcement Section was established to carry out the lottery enforcement investigations. House Bill 366 called for the Patrol to be the central repository for missing persons. The Missing Persons Section was established to handle this responsibility.

Other notable legislation: officers allowed to arrest a person without warrant if there are reasonable grounds to believe that the person is violating or has violated any law of Missouri, including misdemeanors; House Bill 671 repealed the requirement that half of the uniformed members be members of the party receiving the most votes for governor in the last election and half be members of the party receiving the second greatest number of votes; commercial vehicle inspectors can require operators of commercial vehicles to stop and submit to a vehicle and driver inspection to determine compliance with commercial vehicle laws, Department of Public Safety Rules and Regulations, and to submit to a cargo inspection when it is believed a vehicle may be transporting hazardous materials.

Troop C received a new aircraft, a 1985 Cessna

182 Skylane single engine airplane. The aircraft replaced the 1977 Cessna Skylane used in Troop C for eight years.

Troop C also started a special enforcement program on the interstate highways. The program used officers in plainclothes in unmarked, unconventional type vehicles, such as pickup trucks, working in concert with other officers in much the same fashion as the aircraft operations are conducted.

A new safety education tool, a battery-powered robot, was given to the Patrol by the Missouri Division of Highway Safety. The robot would be used by the troop safety officers around the state.

1986

Ballistic protective vests were issued to uniformed personnel during the early part of the year.

Members of the 57th Recruit Class graduated on February 7.

A new Field Training Officer program began in February. The program allowed for a day-by-day evaluation on standardized guidelines established for the probationary trooper. Veteran officers chosen by the troop commanders served as field training officers.

Representatives of the Highway Patrol and 35 other agencies took part in the Law Enforcement Run for Missouri Special Olympics on May 14. Over \$15,000 was raised in the run sponsored by the Missouri Police Chiefs Association.

On May 28, Missouri became a member of NCIC III, an automated system to provide for the interstate exchange of criminal history record information.

The Explosives Disposal Unit acquired a new self-contained bomb transport vehicle in May. The vehicle is designed to provide safe transportation of explosive devices and to store all necessary disposal equipment.

Uniformed members began wearing short sleeve, open collar shirts during the months of June, July, and August.

Members of the Patrol took part in an 11-day manhunt in September in the Wright City, MO, area for Michael Wayne Jackson wanted in connection for several murders, abductions, thefts, and



A forensic analyst used the Copper Vapor Laser to recover latent prints.

other acts of violence. Jackson killed himself before he could be apprehended.

Training was conducted in all troops on Standardized Field Sobriety Testing. The main thrust of the training was to provide new techniques for developing probable cause for arrest of the drunk driver. There are three tests in the program, namely, the Horizontal Gaze Nystagmus test, a walk and turn test, and the one leg stand test.

Drug interdiction training was provided to all officers. This training dealt with the proper procedures to use in looking for drugs and contraband in vehicles stopped on the highway.

A new "field uniform" was provided to members to be worn on manhunts as well as during the routine duties involving inspections and marijuana eradication. The uniform consists of a shirt, pants, combat style boots, and a baseball cap.

Troops A, C, and F Special Emergency Response Teams participated in a five-day training exercise in Jefferson City.



Sgt. Donald R. Bizelli points to where Michael Wayne Jackson killed himself before he could be apprehended.

The Highway Patrol's Criminal Laboratory in Jefferson City obtained a Copper Vapor Laser in July to be used in the recovery of latent prints.

A new light bar system was installed on fully marked patrol cars. The Model Force 4 XL Lights system has two take-down lights that are high-powered halogen clear lights designed to shine in the rear window of a vehicle being stopped. The clear lights also alternate flash when the revolving red lights are being used.

A record amount of marijuana was eradicated in Missouri during Operation Cashcrop '86. Law enforcement officers seized 570 fields resulting in the eradication of 617,436 wild and cultivated marijuana plants. This was three times as many marijuana plants seized than the total for the past three years.

Weigh Station Post A-2 South (Troop A) was destroyed December 1, when a vehicle driven by Marc E. Dabney struck the north side of the building, continued on through the structure, and came to rest in the post parking area. No one was in the building at the time.

1987

Trooper Russell W. Harper and Corporal Henry C. Bruns lost their lives in the line of duty in February of this year.

Tpr. Harper, 45, Troop D, was fatally shot shortly before 5 p.m., Sunday, February 8. Cpl. Bruns, 41, Troop H, was killed in a traffic accident shortly before 8 a.m., February 16.

Tpr. Harper, an 18-year veteran of the Patrol, was shot after he pulled over a pickup truck east of Springfield apparently for a traffic violation. Before Tpr. Harper could stop his vehicle off the traveled portion of the highway, a man emerged from the truck and fired several rounds at the trooper through the patrol car's windshield.

A witness to the shooting said the assailant fled in the truck with a female companion. A description of the man was given to authorities along with a description of the vehicle — a red with white stripe 1964 to 1966 model Chevrolet pickup truck. Roadblocks were set up in six southwest counties. Over 100 local, county, state, and federal officers began a relentless manhunt.

A suspect in the murder, Glen P. Sweet, 31, was made known Monday after intensive investigation. The search for Sweet ended early Tuesday morning, February 10. Sweet was found in an attic of a house just west of Springfield. The woman believed to have been with Sweet was not with him at the time of his capture. Officers found an HK .223-caliber weapon capable of automatic fire on the pre-



Tpr. Russell W. Harper



Tpr. Henry C. Bruns

mises and also a red pickup truck in an enclosed outbuilding on the property. Later that day, Sweet was charged with capital murder in the death of Tpr. Harper.

Cpl. Bruns was killed when the vehicle in which he was a passenger skidded on ice-covered

Missouri Highway 6 in Buchanan County and hit a bridge abutment, striking the bridge on the passenger side of the patrol car. The vehicle was being driven by Trooper Keverne L. (Dulle) McCollum. They were en route to Troop H Headquarters.



Officers check a car's trunk during an intensive manhunt for John David Brown in April 1987.



Over 100 members of the Highway Patrol assisted in providing security for President Ronald Reagan during his visit to Columbia, MO, on March 26, 1987.

Cpl. Brunns was a classmate of Tpr. Harper. Trooper Harper and Cpl. Brunns were the 14th and 15th members of the Missouri State Highway Patrol to lose their lives in the line of duty.

The 58th Recruit Class graduated January 23, in ceremonies held at the Law Enforcement Academy. The 45-member class reported for duty on February 9.

In-service training schools for all driver examiners and uniformed members assigned to the Driver Examination Program were held during the months of January and February. Numerous topics were covered including public relations, administering oral tests, processing cited cases, grading road and motorcycle skill tests, and detecting fraudulent documents presented by applicants for identification purposes.

As a safeguard in the prevention of communicable diseases, CPR valves were distributed to all officers. The CPR valve is used with the CPR mask previously given to our officers. The CPR valve allows the rescuer to perform mouth-to-mouth resuscitation, but prevents the victim's saliva and breath from making direct contact with the rescuer. The victim's breath is expelled through a side port of the valve unit.

A reorganization of divisions within the Patrol became effective March 1. The major change involved the creation of the Criminal Investigation Bureau. Divisions under this bureau are Drug and Crime Control, Crime Laboratory, and Criminal Records. In addition, the Information Systems Division was assigned to the assistant superintendent's office. It was formerly under the Support Services Bureau. On April 1, the Motor Equipment Division and Aircraft Division merged into one division.

In April, an intense, three-week manhunt in east-central Missouri was conducted for John David Brown by the Patrol, several other law enforcement agencies, and the National Guard. Brown, who escaped from a Southwest Missouri prison in 1984, was wanted for the wounding of a Rolla police officer and for questioning in the death of a church caretaker in late March. Brown escaped the dragnet but was captured on May 28 in Oklahoma. Brown was returned to Missouri to stand trial.

Over 100 members of the Highway Patrol assisted the United States Secret Service in providing security for President Ronald Reagan during his visit to Columbia on March 26. The Patrol was responsible for route security and traffic control, manning the motorcade lead and tail cars, provid-

ing helicopter support, and providing a special response team. No incidents were reported during the president's visit.

New speed limits on the interstate highways became effective on May 1. A maximum speed limit of 65 miles per hour was placed on the rural interstate highways in Missouri for most vehicles. The maximum speed limit on urban interstate highways remained at 55 miles per hour for all vehicles.

An original member of the Missouri State Highway Patrol, Thomas E. Whitecotton, passed away July 1. He was 81 years of age and lived in Jefferson City.

Operation Cashcrop resulted in the eradication of nearly 400,000 marijuana plants from nearly 600 fields. Over 200 arrests were made in this joint operation involving several law enforcement agencies throughout the state, including the Highway Patrol.

The 59th Recruit Class graduated from the Law Enforcement Academy on December 11. The 28-member class reported for duty on December 28. For the first time in Patrol history, three generations of the same family had graduated from the Academy (see photo).

Glennon Paul Sweet was found guilty of first-degree murder on December 12, 1987, in the shooting death of Tpr. Russell Harper. The jury recommended that Sweet be sentenced to death.



Pictured from left to right are: retired Lt. L. Loyd Murphy (1941-1972), Sgt. Wayne A. Murphy, and newly commissioned Tpr. Norman A. Murphy, Troop C. Standing next to Tpr. Norman A. Murphy is his father, retired Kirkwood Police Department Sgt. Arlen L. Murphy.

1988

Corporal Matt Brown, Troop D, confiscated more than 200 pounds of cocaine worth nearly \$11 million on February 25 during an ECCO (Eliminate Contraband Courier Operation) check on Interstate 44 near Springfield. At the time, it was the largest cocaine bust in the history of the Patrol.



1988 Ford Mustangs are pictured.



Col. John H. Ford

The largest ECCO seizure of marijuana was made March 7, by Corporal Mikel H. Woods of Troop D. He found 52 bags of processed marijuana totaling approximately 1,088 pounds. The street value was estimated at \$1.3 million.

Seventeen high-performance 1988 Ford Mustangs were added to the Highway Patrol's motor vehicle fleet March 21. They were assigned throughout the state.

Trooper Timothy R. Selvey, Troop F, was forced to shoot and kill Steven Edward Staub on April 19, following a car and foot chase in Boonville, MO. Trooper Martin E. Chitwood and Trooper David A. Brooker were also closely involved in the pursuit of the subject. Staub was wanted by authorities in Florida.

Mr. Delbert Dunmire of Kansas City announced in April that he would donate 300 HK93 semi-automatic rifles to the Highway Patrol. The first 100 weapons arrived in late July.

The Missouri Law Enforcement Run for Special Olympics was held May 18. More than \$40,000 was



Tpr. Robert J. Kolilis

raised to help defray expenses of the Summer Special Olympic games.

The Missouri State Highway Patrol hosted the 1988 Uniformed Safety Education Officers' Workshop in May. The three-day meeting was held in Branson. Representatives from 19 states and Ontario, Canada, were in attendance.

Col. Howard J. Hoffman, superintendent, retired August 1, after 33 years of service with the Highway Patrol. Governor John Ashcroft appointed Major John H. Ford as superintendent effective August 1.

The 60th Recruit Class began training July 3. The 16-member class graduated December 9.

A contract was awarded July 28 for the installation of an Automated Fingerprint Identification System (AFIS) at the Patrol's General Headquarters. This new technological law enforcement tool became operational in 1989.

Trooper Robert J. Kolilis was killed in the line of duty on September 21, when he was struck by a pickup truck on Highway M in Washington County near Irondale. The accident occurred at approximately 7:30 p.m. Two vehicles were stopped along the two lane roadway. One vehicle was parked approximately two feet on the roadway. Tpr. Kolilis apparently stopped to render assistance or to determine why the vehicle was parked partially on the roadway. The drivers of both vehicles were



In September 1988, the Missouri National Guard completed work to bring the land up to grade for the Patrol's Defensive Driving Track.



Tpr. Greg Kenley and K-9 Ben, Troop E; Tpr. David Henson and K-9 Wiko, Troop I; Tpr. Robert Zubeck and K-9 Osco, Troop A; and Tpr. Greg Althage and K-9 Vax, Troop C; were the members of the first Patrol K-9 unit, created in 1988.

MISSOURI STATE HIGHWAY PATROL

EMERGENCY

HIGHWAY ASSISTANCE

1-800-525-5555

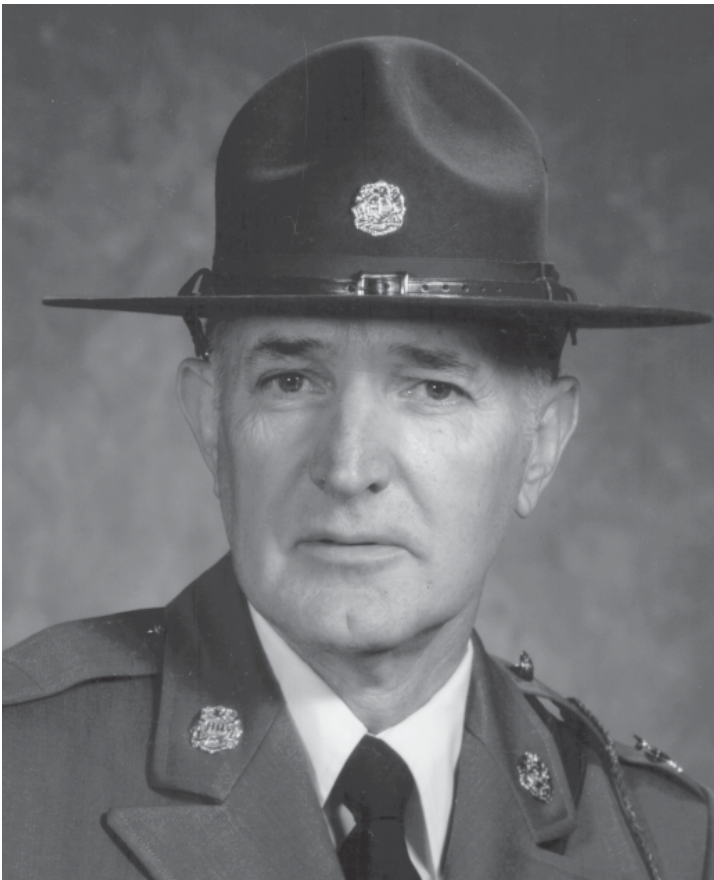
Or Cellular *55

Report:

- ✓ Accident
- ✓ Intoxicated or Drugged Driver
- ✓ Vehicle Problems
- ✓ Criminal Activity

standing in the roadway to the left of the patrol car, which was stopped in the eastbound lane of the highway. Tpr. Kolilis was standing at or near the center of the roadway. A pickup truck, driven by a 16-year-old male, was traveling westbound and did not see Tpr. Kolilis standing in the roadway. Kolilis was struck by the left front fender of the pickup. Tpr. Kolilis was taken to Washington County Memorial Hospital where he died as a result of his injuries.

Twenty-four employees retired effective September 1 — to date, the largest number of personnel to retire in one month.



Col. C.E. (Mel) Fisher

In September, the Missouri National Guard completed work to bring the land up to grade where the Patrol's Defensive Driving Track will be located. The land for the track is located east of Troop F Headquarters in Jefferson City.

The Missouri National Guard assisted the Patrol and other law enforcement agencies in Operation Cashcrop for the first time in August and September.

Trooper Dennis E. Carlton, Troop C, was assaulted following a traffic stop on Interstate 270 on September 21. Tpr. Carlton suffered numerous lacerations and a broken jaw. The trooper subdued the subject, Guy J. Kircher Jr., 19, of Pacific, MO, and took him into custody.

The Missouri Highway Patrol became the Missouri liaison to INTERPOL, the International Criminal Police Organization, in October.

The Missouri State Highway Patrol's first K-9 Unit completed training in early November. The unit, made up of four troopers and their German shepherd partners, had been in training for six

weeks under the direction of Mr. Georg Mueller of Kassel, West Germany.

The second largest seizure of cocaine in the United States on a highway was made by Trooper Jack R. McMullin, Troop D, on November 6. McMullin found 1,104 pounds of cocaine valued at more than \$70 million in a vehicle stopped for speeding on Interstate 44 near Springfield.

The Missouri Highway Patrol implemented the emergency highway assistance telephone number 1-800-525-5555 on December 1.

1989

In February, after a federal court jury ruled against Col. John Ford, he asked the governor to appoint someone else superintendent of the Highway Patrol.

In April, Governor John Ashcroft nominated Lieutenant Colonel C.E. (Mel) Fisher to serve as superintendent. Fisher was confirmed by the Missouri Senate on April 26, and was sworn-in as superintendent on April 27.

The Highway Patrol joined the Salvation Army on May 26 in a new assistance program called "Project Help." Under the program, motorists who are temporarily without funds and in need of gasoline, auto repair, lodging, meals, or other short-term assistance could receive up to \$150 in vouchers which could be redeemed at various businesses in the state. The merchant will then be reimbursed by the Salvation Army.

The Research and Information Division was separated into two functions, and two new divisions created effective May 17. Their new titles were the Research and Development Division (RDD) and the Safety and Information Division (SID).

Effective June 1, administrative policy and procedure responsibility for troop safety officers was transferred from the Traffic Division to the Safety and Information Division.

In August, the Missouri Highway Patrol became involved in the drug prevention program D.A.R.E. (Drug Abuse Resistance Education). Seven members of the Patrol graduated from the D.A.R.E. Officers Training School in Springfield, IL, and will teach fifth and sixth grade students around the



The Patrol and the Salvation Army formed a partnership called "Project Help" in 1989.

state. The Patrol is the coordinating agency in Missouri of this drug prevention program.

The agency made a decision to make a transition from the American Red Cross First-Aid training to the U.S. Department of Transportation EMS First Responder training in the months ahead. The Department of Transportation course was specifically designed for traffic law enforcement officers responding to an emergency scene. Members of the Highway Patrol have been taking Red Cross training since the 1930s.

In September, officers were supplied new license plates which show the officer's badge number followed by - HP. The HP will allow for more positive identification of Highway Patrol vehicles.

Missouri led the nation in the amount of cultivated marijuana plants seized during Operation Cashcrop with a record \$1.6 billion worth of the illegal weed destroyed. There were 2,052,031 plants of cultivated and wild marijuana plus 135 pounds of processed marijuana seized from 662 fields by our officers in joint investigations with other departments.

The new Automated Fingerprint Identification System (AFIS) installed at the Highway Patrol is now operational. Full production will begin soon.

Corporal Michael A. Cooper, Troop I, received an award on October 17 in recognition of being named an honorable mention in the International Chiefs of Police/Parade Magazine Police Service Award program. Cpl. Cooper had distinguished himself a number of times over the past years in police work. For example, in 1988 he rescued a driver from a burning car who was fleeing from Cpl. Cooper. This action was dramatized on the CBS television program TOP COPS. Cooper had also been involved in several outstanding drug-related arrests.

In December, Sergeant Ronald T. Berry, Troop E, took part in the invasion of Panama. He was one of 50 Missouri National Guard members called to take part in the military operation. He returned home after nearly a month.

The 61st Recruit Class graduated on December 8. The 35-member class had been in training since July 2. They reported for duty on December 26.

1990-1999

1990

Miss America Debbye Turner visited the Capitol in Jefferson City on January 10. Several of our officers were part of the security detail. Miss Turner was the first Missouri resident to win the Miss America title.

The Share-A-Bear Program began in March. Shoney's Incorporated provides Shoney bears to our road troopers to give children, ages one to six years, who have encountered a traumatic situation.

On March 8, 1990, Governor John Ashcroft officially announced to the citizens of Missouri the Patrol's new Automated Fingerprint Identification System (AFIS). The new system referred to as PRINTS (POLICE RAPID IDENTIFICATION NETWORK TERMINAL SYSTEM) was located in the Criminal Records Division.

A 1986 Cessna Skylane was purchased with a federal grant through the Division of Highway Safety. The aircraft was assigned to Troop B, Macon.

The Commercial Driver License (CDL) program was implemented during the year. Under the program, written and skill tests are given to commercial motor vehicle drivers wanting a CDL license. Our agency first gave the written tests in January

and the skill tests in July. By April 1, 1992, all commercial motor vehicle drivers nationwide must have a CDL license to legally operate their vehicles upon the public highways.

Gerry Andres and Sammy Brizendine of the Motor Equipment Division built a rollover simulator exhibit. The simulator demonstrates the value of seat belts. It is used by our public information and education officers around the state.

The Patrol began actively to seek accreditation by the Commission for Accreditation of Law Enforcement Agencies in September. The Patrol's Research and Development Division was charged with coordinating efforts toward accreditation which would take approximately two years to complete.

The Patrol's 62nd Recruit Class graduated June 8. The 46-member class had been in training since January 1. They reported for duty on June 25.

The Professional Standards Division was created on June 8, 1990. This division was assigned the responsibility for conducting or supervising internal, administrative investigations and for conducting staff inspections in the troops and divisions.

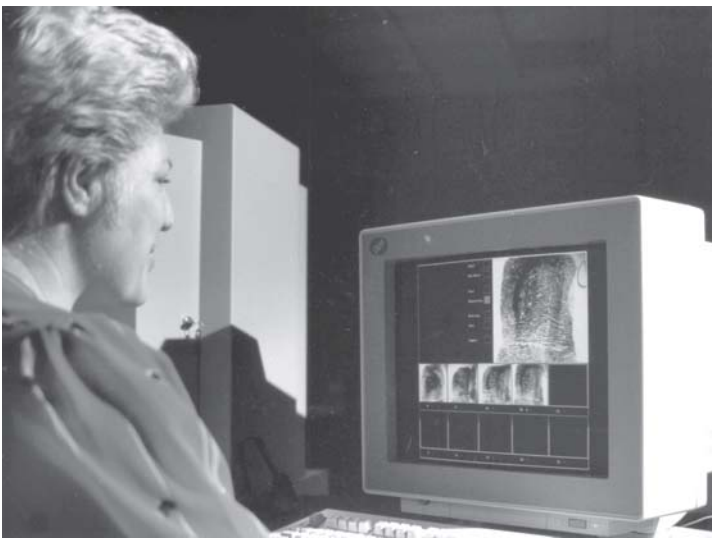
Corporal Timothy J. Rousset, Troop D, was selected as July State Employee of the Month. Cpl. Rousset had distinguished himself through his outstanding law enforcement efforts, both in traffic and drug arrests.

House Bill 1452 passed by the 85th Missouri General Assembly states that when calculating

years of service for retirement, each person shall be entitled to one-twelfth of a year of creditable service for each 21 days of unused accumulated sick leave earned by the employee.



Pictured is the security for Miss America Debbye Turner at the State Capitol in Jefferson City.



A technician operates an AFIS terminal.

Six members attended a Mentor Officer Training school from July 25-29 at the Illinois State Police Academy. The school was taught by Los Angeles Police Department D.A.R.E. Unit members. Completion of this school qualified our officers to teach D.A.R.E. to other law enforcement officers.

The first CDL driving skills test in Missouri was given on July 23 by Driver Examiner Supervisor Robert L. McGraw in St. Louis County.

A reorganization of General Headquarters staff responsibilities took effect August 1. Five bureaus were created to oversee the various divisions within GHQ.

The Missouri Uniform Law Enforcement System (MULES) celebrated its 20th Anniversary during the annual training conference in Jefferson City held from September 30 to October 2.

New metal name tags were distributed to uniformed members and uniformed-civilians in September and October. They replaced the blue plastic tags worn since 1969.

Twenty-eight police officers graduated September 7 from the first Drug Abuse Resistance Education training program taught by members of this agency.

Glock, Inc. of Smyrna, GA, was awarded the contract for new .40-caliber S&W semi-automatic pistols. The weapons, service holsters, and ammunition were distributed to personnel in early 1991. Patrol members have carried revolvers since 1931.

The Patrol's 63rd Recruit Class graduated on December 7. The 38-member class had been in

training since July 1. They reported for duty on December 26.

Employees of the Patrol belonging to the National Guard and reserve units began being activated to duty in November and December. The Kuwait crisis in the Middle East prompted the calls. It would later be named Operation Desert Storm.

1991

Members of the Patrol began Glock pistol transition training in January. The officers were required to successfully complete the training before being issued the new Glock Model 22 .40-caliber S&W pistol.

Twenty-six employees were activated into military service during Operations Desert Shield and Desert Storm. Some were stationed overseas while others served in the states. All returned home safely and to their respective jobs. Two members of the 63rd Recruit Class that graduated December 1990, Gregory D. Smith and Ronald V. Meade, were commissioned in 1991 when they returned from active military duty. Trooper Smith was commissioned in May and Trooper Meade received his commission in July.

Due to a sharp drop in state revenues, there was a significant cutback on Patrol funding. As a result,



Members of the Patrol began carrying semi-automatic pistols for the first time in 1991. Since the Patrol was organized in 1931, members had carried revolvers.



The first CDL driving skills test in Missouri was given on July 23, 1991, by DE Sprv. Robert L. McGraw, Troop C.

certain steps were taken by the superintendent to ensure the Patrol had sufficient funds to operate. The steps included a hiring freeze, severely restricted out-of-state travel, and the cancellation of a recruit class that had been scheduled for this year.

The Patrol received delivery of 90 Chevrolet Caprices in March. These are special police vehicles with heavy duty brakes and suspension. Approximately 200 of these vehicles were in service by the Patrol at the end of the year.

Two German shepherds were purchased by the Patrol in 1991. "Argo" was assigned to Troop F and "Ben" was assigned to Troop H. There were now six dogs in the Patrol's K-9 Unit.

The Patrol's first awards banquet was held May 18 at the Law Enforcement Academy in Jefferson City. Sergeant Larry Williams of Troop A was the first recipient of the Valor Award. Sgt. Williams heroically rescued numerous residents of an apartment complex when the building caught fire in 1990. Lifesaving Awards, Certificates of Achievement, and Work Recognition Awards were also presented to various employees. This awards and certificates recognition program was initiated in 1990 to recognize those Patrol employees, citizens, or groups who demonstrate excellence in the performance of duties or perform extraordinary acts which further the mission of our agency. An awards committee reviews the awards nominations and the supporting documentation.

The *Patrol News* completed 25 years of publication with the June 1991 issue. Mr. Dean Hollis was editor from its first issue in July 1966 until his retirement in September 1992.

President George Bush visited Missouri on the Fourth of July holiday. He spent time in Springfield



The Patrol in cooperation with the Department of Elementary and Secondary Education began a pilot program known as D.A.R.E. (Drug Abuse Resistance Education) in 1991.



Members of the Patrol were trained in the use of pepper mace beginning in 1991.

son of the University of Missouri-Columbia in November.

The organizational structure of the Patrol was changed effective November 1, to include four bureaus instead of five. The three divisions, Motor Vehicle Inspection, Commercial Vehicle Enforcement, and Driver Examination, under the deleted Motor Vehicle and Driver

and Marshfield where he watched a parade. Several members of the Patrol helped with security during the president's visit.

Members of the Patrol were trained in the use of pepper mace during the year. This product is designed to incapacitate a person through pain, disorientation, and irritation to the eyes, nose, and mouth when applied directly to a subject's face. Pepper mace will be used in situations where less than strong physical or deadly force is appropriate. Each member is now equipped with this product.

On October 1, the Patrol began a random drug testing program for employees. Under the program, all uniformed officers and commercial vehicle inspectors may be given drug tests at random. In addition, workers in "drug-sensitive" positions, such as laboratory technicians, may be randomly tested. The program also calls for all prospective employees, including civilians, to submit to drug tests after they have been offered jobs. Trooper recruits are subject to random testing during their six months of training.

A Peer Counseling Program was implemented during the year. Peer counseling is designed to assist employees who have been involved in traumatic incidents with a support network of trained volunteers. Peer counselors will come from within the agency. About 15 employees received specialized peer counselor's training by Dr. Wayne Ander-

Regulation Bureau, were placed under the Support Services Bureau. The Construction and Maintenance Division was moved from the Support Services Bureau to the Administrative Services Bureau. The Information Systems Division was transferred to the Criminal Investigation Bureau. It was formerly under the command of the assistant superintendent.

The Safety and Information Division was renamed the Public Information and Education Division. It continued to be under the Administrative Services Bureau. Also, the Criminal Records Division was renamed the Criminal Records and Identification Division. It remained under the Criminal Investigation Bureau.

The Patrol's Defensive Driving Track in Jefferson City was completed in 1991. The track will be used for pursuit driving training for Patrol members, recruits, and in-service personnel as well as for officers from other departments. Informally, the track is known as the EVOC track, named after the Emergency Vehicles Operations Course taught there. Firearms training will also be available at an adjacent facility.

Members of the Patrol participated in a manhunt in the California, MO, area December 9 and 10. Four persons, including three county law enforcement officers, were shot and killed and another officer wounded. The subject of the manhunt,



President George H.W. Bush celebrated the Fourth of July in Missouri in 1991.

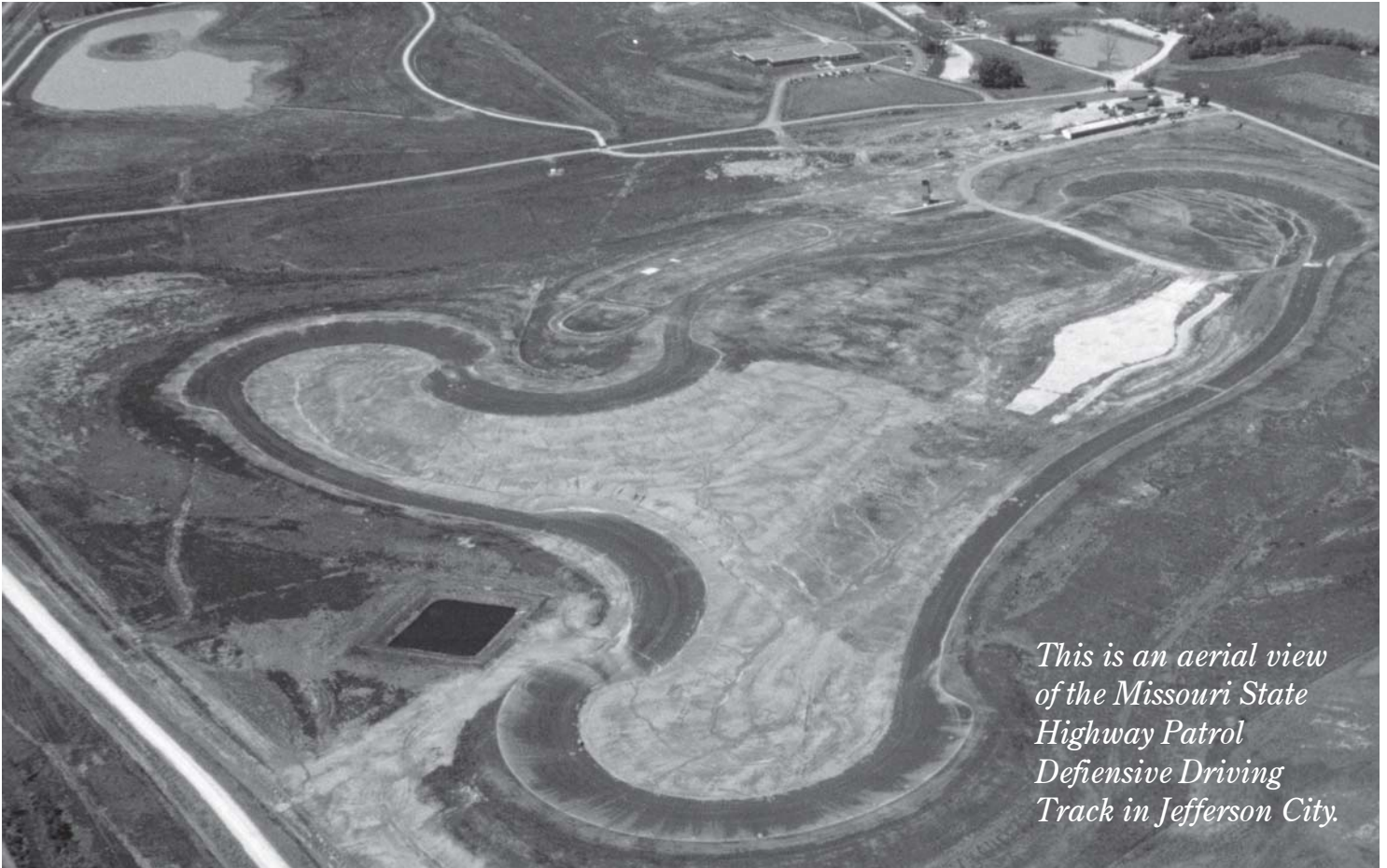
James R. Johnson, surrendered without incident.
The Missouri State Highway Patrol celebrated its 60th anniversary this year.

1992

The Patrol officially assumed responsibility for the Jefferson County Crime Laboratory in Hillsboro, MO, on January 15. The laboratory is located at Jefferson County Community College and is operated as the Troop C Satellite Laboratory.

Former Soviet leader Mikhail Gorbachev delivered a speech on the Westminster College campus in Fulton, MO, May 6, before a crowd of nearly 20,000 people. Approximately 50 members of the Patrol assisted in security during his visit.

The 64th Recruit Class graduated 35 new members June 12. The class members began training January 1 and reported for duty July 1.



This is an aerial view of the Missouri State Highway Patrol Defensive Driving Track in Jefferson City.



Mikhail Gorbachev waves to the crowd on Westminister College campus (Fulton, MO) in 1992.

President George Bush opens the Show-Me State Games in 1992.



Governor John Ashcroft signed House Bill 852 into law July 8. The new law gives the Patrol authority to apply for and serve search warrants without going through local law enforcement agencies. Troopers still have to notify the local sheriff and be accompanied by a representative of the local sheriff's department when serving a warrant.

Sergeant Thomas E. Pfaff, Troop H, was honored with the 1991 Valor Award at the Patrol's second annual Awards Banquet May 16, in Jefferson City. He received the award for protecting the lives of fellow officers by confronting and disarming a man armed with a loaded rifle.

The Patrol provided security for President George Bush in Columbia, MO, on July 24. Presi-

dent Bush officially opened the Show-Me State Games.

On November 11, the Patrol became the 10th state patrol/state police in the United States to be accredited by the Commission on Accreditation for Law Enforcement Agencies, Inc. The commission grants accreditation only after compliance with its 923 accreditation standards has been verified by a team of independent assessors. The Patrol chose to seek accreditation as part of a major effort to improve its services and operations, to have a method to ensure the agency provides the highest quality of service to the public and that it will continue to do so in the future.

The Patrol's Safety Education Center, located on

the ground floor of General Headquarters celebrated its 10th anniversary. Approximately 132,000 people have toured the Safety Education Center since it opened in April 1982.

1993

The Missouri State Highway Patrol implemented a Physical Standards Program requiring its officers to meet minimum fitness standards annually. The program consists of push-ups, sit-ups, flexibility, and a one and one-half mile run.

Governor Mel Carnahan named Springfield, MO, Police Chief Terry L. Knowles the director of the Missouri Department of Public Safety on January 25, 1993. Knowles had served as the Springfield police chief since 1989, after serving for 24 years with the FBI.

The Patrol took first place in its division — 501-1,000 sworn officers — in the National Chiefs' Challenge Award Program for 1992 sponsored by the International Association of Chiefs of Police. The challenge highlights law enforcement's contribution in promoting the correct use of seat belts, child safety seats, and air bags nationwide.

Corporal William L. Hobbs and Trooper Daniel P. Banasik were awarded Valor Awards at the Patrol's third annual Awards Banquet May 15, 1993, in Jefferson City. This year's awards ceremony was held in conjunction with The MASTERS annual banquet for the first time. Cpl. Hobbs was honored for his actions in protecting fellow officers under fire from a suspect shooting an AK-47 automatic rifle. Tpr. Banasik received his award for extricating an unconscious driver from a burning truck.

Motor Vehicle Inspection Supervisor Henry "Hank" Maness, Troop F, was selected Missouri State Employee of the Month in April for submitting a school bus inspection plan that saved the Patrol and 11 area school districts money, expedited the inspection of the buses, and increased passage rates.

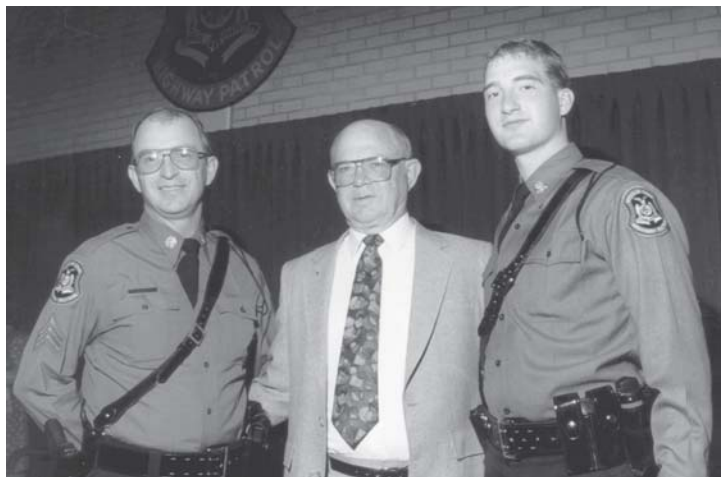
Thirty-eight new troopers graduated in the 65th Recruit class June 28, 1993. For the first time in the Patrol's 62-year history, a father, son, and grandson have graduated from the Patrol Academy — Tpr. Brian T. James, Troop A; Sgt. Jerry A. James, Troop F; and retired Lt. Dorwin A. James.



The Patrol's Safety Education Center celebrated its 10th anniversary with an open house.



The Patrol implemented the Physical Standards Program in 1993.



For the first time in the Patrol's history, a father, son, and grandson have graduated from the Academy. Pictured are Sgt. Jerry A. James, Troop F; Ret. Lt. Dorwin A. James; and Trooper Brian T. James, 65th Recruit Class.

The Great Flood of '93 paralyzed most of the Midwest as well as mid-Missouri, flooding farm land, destroying highways and bridges, and bringing most travel to a standstill. To help field the thousands of calls for road condition reports, the Patrol instituted a 1-800 number with an audiotext listing closed roads. In the first six weeks, the 1-800 number answered nearly 90,000 calls. During that time, Patrol personnel in all troops and at GHQ also spent hours on the phone answering travel condition questions from all over the country as well as the state. The flooding Missouri River swept across the Jefferson City Memorial Airport destroying the Patrol's hangar along with many other nearby buildings. The Patrol's aircraft were forced to move to higher ground at Columbia International Airport.

Acting-Governor Roger Wilson signed House Bill 220 into law July 8, 1993, authorizing the Patrol to expand its forces from 900-940. Due to funding the Patrol currently has 889 troopers.

To make itself more accessible to the public, the Patrol held open houses at each of its troop headquarters in the spring 1993. The public was invited to tour the facilities, get acquainted with the officers, and view special equipment used by the Patrol.

In the fall, the Missouri State Highway Patrol began a program of town hall meetings to be held in each of the troops over the next year. Troop A began the program with a town hall meeting in each county within the troop over the summer. Officers were on hand to field questions from the public; explain special equipment or units, such as the canine unit or the SERT teams; and show a slide presentation outlining the Patrol's history, services, and capabilities.

Governor Mel Carnahan nominated Major Fred M. Mills, commander of the Field Operations Bureau, to serve as the superintendent of the Missouri State Highway Patrol. Colonel Mills was sworn in September 24, 1993.

Captain Charles R. Jackson became the first black officer to command a troop for the Missouri State Highway Patrol when he took charge of Troop F, Jefferson City, on October 1, 1993.

Corporal Michael E. Webster, 33, became the 17th Missouri State Highway Patrol officer to be killed in the line of duty when he was struck and killed by a drunk driver on October 2, 1993, while conducting a routine traffic stop in Troop A.

Patrol pilot Corporal Mark A. Tovar and his



Flood waters destroyed roadways across the state in 1993. Pictured is MO Highway 54 in Jefferson City.



Col. Fred M. Mills

passenger Sergeant Timothy R. Selvey, both from Troop D, walked away with only minor injuries from a helicopter crash October 6, 1993, at the Cassville, MO, airport. The Hughes 500 helicopter was being used in a marijuana eradication operation when Cpl. Tovar lost tail rotor control causing the helicopter to crash. It appeared bolts that mount the tail rotor gear box to the bail boom may have failed.



Cpl. Mark A. Tovar and Sgt. Timothy R. Selvey sustained only minor injuries in this helicopter crash October 6, 1993.



Capt. Charles R. Jackson

1994

Flat River, the home of Troop C's Satellite Headquarters, consolidated with nearby towns Esther and Elvins and the village of Rivermines to form Park Hills effective January 1, 1994.

January 1, 1994, K-9 Wiko, handled by Corporal David A. Henson, Troop D, became the first Patrol canine to retire from duty. Wiko, who had been with the Patrol since 1988, was retired due to severe arthritis.

The Patrol gained 59 additional troopers upon the graduation of its 66th Recruit Class on February 4, 1994. The class was the second largest to graduate in Patrol history and included the largest group of females — eight — to graduate from the



Cpl. Michael E. Webster

Law Enforcement Academy. This brought the total number of female troopers in the Patrol to 28.

Patrol aircraft N92MP piloted by Sergeant William V. Cottom was forced to make an emergency landing on U.S. 54 east of Brazito, MO, on February 13, 1994. Sgt. Cottom had been working the speed blocks on U.S. 54 when his engine failed forcing him to make an immediate landing. Power lines across the highway made him lower than he intended forcing him down before his landing gear had locked in place. The pilot was uninjured.

February 14, 1994, the Missouri Road Condition Report went on-line. This toll-free number, 1-800-222-6400, features recorded messages giving road conditions throughout the state and is updated a minimum of four times daily — 3 a.m., 9 a.m., 3 p.m., and 9 p.m. — or as conditions warrant.

The Law Enforcement Academy achieved national accreditation as a D.A.R.E. (Drug Abuse Resistance Education) State Training Center. The accreditation process ensures State Training Centers maintain the high standards of the national D.A.R.E. program and took more than one year to complete.

Not only did the Patrol graduate its largest class of female troopers in 1994, it also promoted its first female zone commander and appointed its first female assistant division director. Sergeant Keverne L. McCollum was designated zone commander of Troop H, Zone 9, in Chillicothe, on May 1, 1994. Patsy Muessig was named the civilian assistant director of the Human Resources Division on August 1, 1994.

The Missouri State Highway Patrol was tasked in 1994 to enforce riverboat gambling laws in Missouri. To accomplish this new role, the Patrol established a Gaming Division within its organizational structure. Formerly a unit of the Patrol's Drug and Crime Control Division (Riverboat Gambling Unit), the new division became a separate entity within the Patrol with all expenses incurred by division members in the performance of their duties paid by the Missouri Gaming Commission. Four riverboats went into operation in 1994.

Sgt. Timothy R. Selvey, Troop D, received the Patrol's 1993 Valor Award for saving the life of Cpl. Mark A. Tovar, Troop D's pilot, following a helicopter crash Oct. 6, 1993.

On June 14, 1994, Governor Mel Carnahan signed into law legislation creating commercial vehicle officers within the Missouri State Highway Patrol. Qualified commercial vehicle inspectors, who successfully complete the required training, became commissioned commercial vehicle officers and continued to enforce Missouri's commercial vehicle regulations.

The Missouri State Highway Patrol provided security at the Olympic Village on the campus of Washington University during the U.S. Olympic Festival held in St. Louis, MO, on July 1-10, 1994. More than 3,000 amateur athletes from around the country competed in the games. The Patrol had 35 officers and 13 communication personnel assigned to the Olympic Festival security detail.

Twenty-four Highway Patrol troopers were assigned to a 60-day operation in Kansas City and St. Louis over the summer. This first-ever, joint operation to fight violent crime in Missouri — Reaching Out to Form a Partnership — involved interagency collaboration to address the vital public



Gov. Mel Carnahan signed a bill establishing the Patrol position of commercial vehicle officer, 1994.



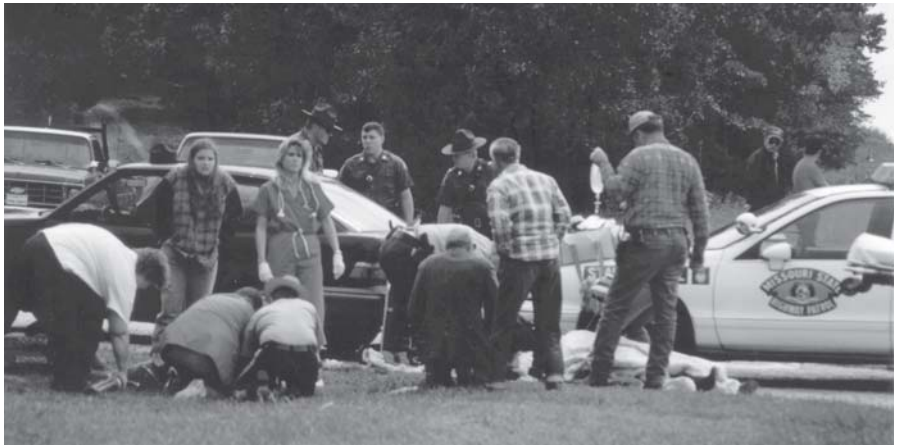
(left) Two suspects in the robbery of the South County Bank in Ashland, MO, lay dead after a gun battle with law enforcement officers in 1994. (above) Sgts. A.J. Stricker and Gregory L. Word and Cpl. David H. Mease were injured during a gun battle with two bank robbery suspects in 1994.

need of Missouri citizens — to feel safer in their neighborhoods and homes. Troopers assigned to the Kansas City/St. Louis details worked with homicide detectives in violent crime units; as a part of Violence Reduction Teams and City Wide Strike Forces, which included patrols and foot beats in high crime areas relating to drugs, assaults, and prostitution-related homicides; and in Community Policing efforts working with kids from violent crime communities. The operation was a success. Both the Kansas City and St. Louis city police departments saw a positive impact made on violent crime in their cities.

The detail also offered many troopers assigned to rural county zones the opportunity to experience law enforcement in an urban environment.

The Patrol celebrated the holidays by graduating another 59 recruits December 16, 1994. The class reported for duty on January 2, 1995.

The 1994 Legislature passed a bill, which was later signed by Missouri Governor Mel Carnahan, providing state employees an opportunity to retire from state service if the employee's number of years of service to state government and the employee's age equaled at least 80 — thus named the "80 and Out" bill. Sixty-two Patrol employees



Tpr. Curtis A. Martin was injured and Sheriff Roy Bassett killed in a gun battle following a traffic crash on September 23, 1994.

retired effective September 1, 1994. This was the first month employees became eligible since the bill became effective August 28, 1994. Of the 62, 37 were uniformed troopers and 25 were civilian employees. During 1994 the Patrol experienced 89 retirements (58 uniformed troopers and 31 civilian employees).

This year proved to be a violent year with six officer-involved shootings. April 17, Corporal Terry M. Wilkinson and Trooper Roger E. Pipkin, Troop I, were involved in a gun battle with three suspects who were believed to be in a stolen vehicle and who had fired on local law enforcement officers. One

Governor Mel Carnahan (center) presented the August State Employee of the Month plaque to CVO Harry A. Scott and his wife, Sharon, in 1994.



suspect was fatally shot; the two remaining suspects were captured. May 19, Sergeant Gregory L. Word, Q/AD, was shot after participating with officers from nine law enforcement agencies in a car chase and gun battle with two suspects believed to have robbed the South County Bank in Ashland, MO, and fatally shot the bank's vice president. At the end of the car chase, one suspect exited his vehicle and shot at the Patrol helicopter in which Sgt. Word was riding, before ground officers could fire upon the suspects. Sergeants A.J. Stricker and Gregory L. Word, and Corporal David H. Mease were injured during the shooting. It was later determined that both suspects died of self-inflicted wounds. July 29, Corporal Robert W. Hayes, Troop F, was shot following a routine traffic stop for expired plates on Interstate 70. The four suspects were apprehended after a three-hour manhunt. September 2, following a lengthy car chase, Trooper Perry C. Hazelwood, Troop E, fatally shot a suspect who was brandishing an automatic weapon in a busy intersection near Cape Girardeau. Two other suspects were taken into custody. September 16, a sniper's bullet struck and nearly killed Corporal Bobbie J. Harper, Troop D, as he stood in his kitchen. The investigation determined the shooting was in retaliation for an early arrest by Cpl. Harper. Charges were filed against Timothy Thomas Coombs, who had fled the state. Last, September 23, Trooper Curtis A. Martin, Troop I, and Maries County Sheriff Roy L. Bassett were involved in a



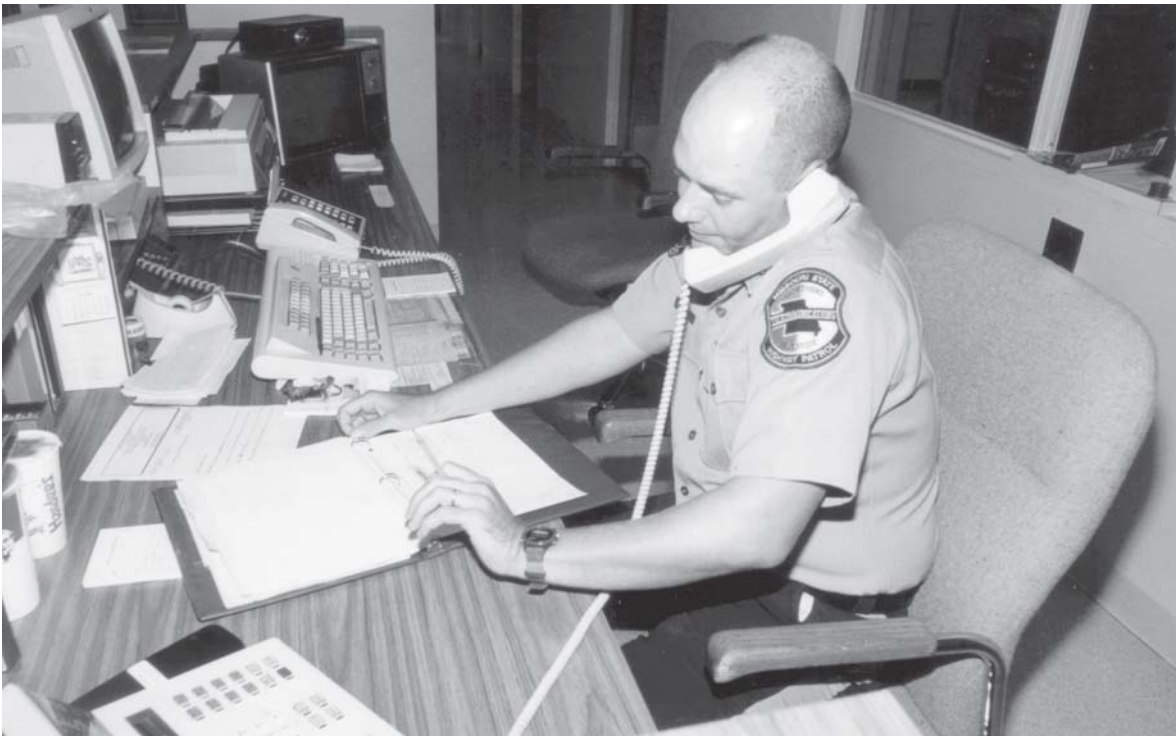
Cpl. Jerry West, Troop F, and Sgt. Kim E. Hull, Troop A, check security passes at the gate into the Olympic Village, 1994.

gun battle following a routine non-injury accident on U.S. 63. Tpr. Martin and one suspect were wounded, and Sheriff Bassett and the other suspect were killed.

1995

January 1, 1995 marked the beginning of a new Sex Offender Registration Program in Missouri coordinated by the Patrol's Criminal Records and Identification Division. The program requires sex offenders to report to the sheriff and chief of police of the jurisdiction in which the sex offender will reside. The Patrol maintains the central registry file for sex offenders, which can be accessed through MULES.

Construction of the new C-4 East and West Weigh Stations at Foristell, MO, was completed in January. The "Superstation" is equipped with the latest technology allowing inspectors to weigh commercial vehicles as they pull off the highway to pre-screen the vehicles for compliance with axle, tandem, gross weights, and more. Those vehicles in which the computers detect problems can be driven into the new fully-enclosed inspection building for further investigation.



Telecommunicators like Troop B's Andrew J. Primm started working at the front desks in troop headquarters on April 1, 1995.

Retired Major C. Maurice Parker died March 12. Parker was the last living original member (retired) of the Missouri State Highway Patrol. He retired from the Patrol in 1966.

Beginning April 1, 18 telecommunicators began working the front desks at all Patrol headquarters to assist the public. These uniformed civilians were trained to fill the desk officer positions freeing up additional officers to return to road duty. This process was helped when the Patrol received more than \$500,000 from the federal government's COPS MORE program to aid in putting more officers on the road. This was another step for the Patrol in its process of civilianization of many of its administrative jobs. At the end of the year, the Patrol had 24 telecommunicators working throughout the state.

April 3, Governor Mel Carnahan signed House Bill 461, which contained an emergency clause providing members of the Missouri State Highway Patrol "permanent" search and seizure authority.

In 1995, the Patrol began a process of reorganization within its troops to provide better coverage and expand its 24-hour coverage. Prior to the reorganization only nine of Missouri's 114 counties had 24-hour coverage. By the end of 1995, that number had increased to 38. This process was made possible through civilianization of many administrative positions and also by 116 new troopers who graduated in three classes in 1995.

The 68th Recruit Class graduated 20 new troopers on May 5. Forty-one new troopers were added from the 69th Recruit Class, which graduated June 22. Finally, the 70th Recruit Class completed its training on December 15, with 55 new officers.

Only a month after the dedication of the Patrol's new aircraft hangar at the Jefferson City Memorial Airport, members of the Aircraft Division found themselves paddling, not flying, to get to their offices. Torrential spring rains in mid-Missouri and states to the west caused the Missouri River to flood ... again. The river eventually crested in



Cpl. Samuel L. Mudd, Troop G, questions a Kansas City native. Cpl. Mudd was a member of the Kansas City "bike detail" in 1995.

Jefferson City at just under 34 feet above flood level, somewhat less than the record level 38.6 feet recorded in 1993. The new design of the hangar resulted in only minor damage during the flood in 1995.

Again in 1995, the Patrol sent officers into Missouri's two largest metropolitan areas to assist the Kansas City and St. Louis Metropolitan police departments. The special detail, called "Reaching Out to Form a Partnership — The Commitment Continues," ran from May 22-August 11. During that time Patrol officers worked in the traffic, bicycle, and homicide divisions of the two police departments adding extra manpower and expertise. In Kansas City, Patrol officers trained members of the KCPD in drug interdiction techniques. In St. Louis, Patrol officers learned about investigating gang activity.

In June, the Patrol honored Trooper Curtis A. Martin, Troop I, with its 1994 Citation of Valor for his involvement in a shooting incident September 23, 1994. During the shoot-out with two suspects, Maries County Sheriff Roy L. Bassett was shot and killed. Tpr. Martin, himself wounded, shot and killed one suspect and injured the second. Tpr. Martin also received the Officer of the Year award from the Missouri Peace Officers Association and was recognized as one of the country's top law enforcement officers by PARADE magazine.

Col. Fred M. Mills, superintendent of the Missouri State Highway Patrol, was invited to testify before a Senate Subcommittee on Terrorism, Technology and Government Information in Washington, D.C. on June 15. Col. Mills provided information to the subcommittee based on the Patrol's investigation of extremist groups in Missouri and the murders of two Patrol officers and the shooting of another Patrol officer by members of extremist groups.

The Patrol celebrated the 25th anniversary of its affiliation with the Missouri American Legion in the American Legion Cadet Patrol Academy. The Cadet Patrol Academy began in 1971, and started a project that has since spread across the country teaching youth about leadership skills, discipline, and civic responsibility.

The Missouri State Highway Patrol hosted representatives from more than 25 law



The Patrol's new aircraft hangar withstands its first test during a flood in 1995.



Two Kansas City officers joined five troopers to form the first bicycle patrol at the Missouri State Fair in 1995.



The Patrol placed second in the best dressed police department competition in 1995. Pictured from left to right are Lt. Harold W. Stanfield, Cpl. Alan H. Walton, Cpl. Luke Vislay, Cpl. Kathy A. Frazier, and Tpr. Vince S. Rice.



Nineteen commercial vehicle inspectors became the first to graduate from the Academy's commercial vehicle officer school in 1995.



The Patrol's Crime Laboratory was reaccredited for the third time by the American Society of Crime Laboratory Board. Pictured (l to r) are Col. Fred M. Mills, Lt. Terry J. Luikart, director of the Crime Laboratory Division; Maunel Valadez, ASCLD/LAB; and Lt. John H. Ford, Q/CLD.



enforcement agencies from several states in St. Louis in June to plan a joint law enforcement project that spanned the country on three separate interstate highways — Interstate 10, Interstate 44, and Interstate 55. Operation Partnership, as it was later called, took place in September.

The Patrol introduced a new detail at the Missouri State Fair in 1995 — the Patrol's bike detail. Ten officers were assigned to the special detail, which used five specially equipped police bicycles to patrol the fairgrounds in Sedalia.

Mr. Dan Needham, director of the Division of Highway Safety, presented two SMART units to Col. Fred Mills at a news conference in 1995.

Nineteen commercial vehicle inspectors became the first class of commercial vehicle officers to graduate from the Patrol's Academy. The CVO program was established by Senate Bill 475. The CVOs were required to complete a minimum of 240 hours of training under the new program. They are armed and have limited arrest powers involving commercial motor vehicle violations, but will not be certified peace officers.

The Patrol was honored by the National Association of Uniform Manufactures & Distributors at its 18th annual Best Dressed Police Department Competition. The Patrol was the only agency to receive an honorable mention in the "state" division, one of five divisions in the competition, which drew 482 entries. The Patrol placed second only to the Connecticut State Police.

The Patrol, in response to the governor's request in his 1994 State of the State address, introduced in August its new Violent Crime Support Unit. The special unit within the Division of Drug and Crime Control will provide assistance to criminal justice agencies throughout the state during the investigations of serious crimes.

The Patrol received two SMART (Speed Monitoring Awareness Radar Trailer) units from the Missouri Division of Highway Safety in August. The SMART units are portable trailers equipped with a radar and display device. When a motor vehicle approaches the trailer, the radar detects how fast the vehicle is traveling and displays the speed for the motorist to see.

The Missouri State Highway Patrol Crime Laboratory system underwent and successfully passed the re-accreditation process of the American Society of Crime Laboratory Directors (ASCLD) during 1995. This accreditation would be valid through the year 2000.

The Patrol's Troop D Satellite Crime Laboratory moved into a newly renovated building located on the campus of Southwest Missouri State University. This move, which was completed in December 1995, was a combined effort of the Springfield Police Department, SMSU, and the Highway Patrol.

The Springfield, MO, and St. Louis County and Metropolitan police departments received remote Automated Fingerprint Identification System terminals in 1995 with the help of the Patrol. The termi-



Governor Mel Carnahan announces the formation of the Violent Crime Support Unit in 1995.

nals will allow the three police departments to search fingerprint evidence collected from crime scenes as well as fingerprint records from arrested subjects against the state database of more than 680,000 fingerprint records maintained by the Patrol's Criminal Records and Identification Division.

Missouri was awarded \$1.6 million to modernize its criminal history records system through the Department of Justice's National Criminal History Improvement Program (NCHIP). The Criminal Records and Identification Division, the state's central repository for all criminal records, will coordinate the grant monies, which will be used to automate criminal history records at all levels of the criminal justice system.

1996

The Patrol retired its last two motorcycles from its fleet in February 1996. The Kawasaki police motorcycles had been stationed in the Troop A area and had been used for parades and special details such as the State Fair and as escorts for the Olympic torch. One of the two motorcycles was placed on display in the Patrol's Safety Education Center.

Corporal Rex B. Kaunley and Trooper Darren S. Call, members of the Troop D Special Emergency Response Team, were injured in a gun battle between the Patrol's SERT and a 73-year-old Ozark County resident Feb. 12, 1996. The SERT was activated at the request of the Ozark County Sheriff's Department after one of their deputies was shot



Patrol retires its last motorcycle to the Safety Education Center, 1996.

and injured by a man who deputies believed had tried to set fire to a neighbor's house. Members of the SERT had established a command post near Theodosia, MO, and were securing the area when they spotted the suspect. After being told to drop his weapon, the man turned and opened fire on the officers, who returned fire, killing the suspect. Cpl. Kaunley suffered a wound to his thigh; Tpr. Call received a scalp wound. A jury in a coroner's inquest exonerated the officers in the suspect's death.

Sergeant Randy V. Sullivan, Troop E, was killed in a traffic crash February 17, 1996, on MO Highway 72 in Madison County, eight miles west of Fredericktown, MO. The crash occurred when Sgt. Sullivan, 40, checked a speeding vehicle by radar;



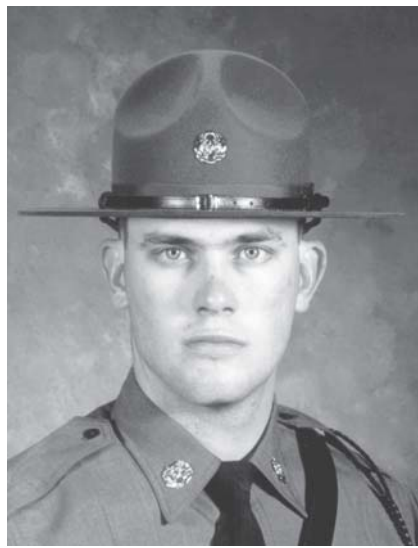
Sgt. Randy V. Sullivan

turned around to overtake the violator; and, as he came over a hill, ran off the roadway and struck several trees. Troopers responding to the scene found Sgt. Sullivan's patrol car engulfed in flames; Sgt. Sullivan's body was located in the car. Patrol Recruit Christopher R. Thomas, who was riding with Sullivan, was found outside the vehicle; he sustained moderate injuries. Sgt. Sullivan was a 17-year veteran of the Highway Patrol.

March 13, 1996, Governor Mel Carnahan signed the Conference Committee Substitute for House Bill 1047 establishing new speed limits on all Missouri roadways. The new speed limits, which went into effect immediately upon being signed, are the same for both passenger and commercial vehicles.



Governor Mel Carnahan announces the new speed limits at a news conference on March 13, 1996.



Troopers Alan R. Sullivan and Travis E. Bigler, Troop A, were critically injured in a hit-and-run on September 5, 1996.

The new limits are:

- Rural interstates and freeways 10 miles or more in length — 70 mph
- Rural expressways 10 miles or more in length — 65 mph
- Urban interstates, freeways, and expressways — 60 mph
- State lettered highways — 55 mph
- All other roadways — 60 mph

The Patrol's Public Information and Education Division developed a public service campaign with the theme "Do you know your limit? We do!" to help educate the public on the new speed limits.

Four officers received the Patrol's Citation of Valor for 1995 for their acts of heroism while involved in a vehicular pursuit/hostage situation on Interstate 70 in Saline County. Sergeant Juan O. Villanueva and Corporal Gregory Q. Billings, both from Troop A, and Corporal Christopher J. Harris and Trooper Gary E. Gundy, both from Troop F, were in pursuit of a kidnapper who had taken his girlfriend hostage after a domestic dispute. During the pursuit the suspect fired several shots at citizens along the highway. After the suspect's vehicle was disabled by a tire deflator, the suspect left his vehicle and ran across the interstate toward another vehicle that had pulled to the side of the road upon seeing emergency lights. The suspect was ordered to stop; he then turned and fired on the officers who, fearing for the lives of citizens in the area, opened fire killing the suspect.



Troop H invited local citizens to an open house to celebrate its 50th anniversary in 1996.

CVO Harry Scott was named State Employee of the Month for August by Governor Mel Carnahan for his role in interdicting more than 3,000 pounds of marijuana off of Interstate 44 in April.

Troopers Alan R. Sullivan and Travis E. Bigler, Troop A, were critically injured in a hit-and-run crash on September 5, 1996. The officers were standing at the side of U.S. 71 south of Butler, MO, talking with a commercial vehicle driver, when Tpr. Bigler was struck by a pickup and thrown into Tpr. Sullivan and the truck driver. After an intensive investigation a 62-year-old white male from the Rich Hill, MO, area, was arrested for leaving the scene of an accident.

Trooper McDonald H. Brand, Troop I, shot and killed Martin Lee Wells, 39, on September 23, 1996. Tpr. Brand had stopped Wells for speeding and careless and imprudent driving on Interstate 44. When Wells stepped out of his vehicle, a revolver dropped to the ground. Wells reached down to grab the weapon and began struggling with Tpr. Brand. As Wells pointed his weapon at Tpr. Brand at point-blank range, the trooper drew his service pistol and fired on Wells.

In October 1996, D.A.R.E. America Worldwide chose the Missouri State Highway Patrol's Training Division as the new Midwest D.A.R.E. Regional Training Center. As an RTC the Patrol will not only provide training services, but also oversee curricu-



Missouri's new registration plates were issued beginning in 1996.

lum issues, evaluate the accreditation of each State Training Center, and develop the policies and procedures of the D.A.R.E. program, in addition to serving on the advisory board to D.A.R.E. America.

The Patrol celebrated many anniversaries in 1996. The Crime Laboratory System celebrated its 60th anniversary in 1996. Troops G and H and the Patrol's Aircraft Division each turned 50. Finally, the Patrol's Missing Children's Unit celebrated its 10th anniversary.

Aircraft Division received a C-12 turboprop twin-engine King Air through a military surplus program. This aircraft has the ability to transport 10 people at once, cutting costs for the Patrol. Future uses of the plane also include drug interdiction.

The Patrol graduated 102 new troopers in 1996. The 71st Recruit Class, with 54 members, graduated June 14. The 48 members of the 72nd Recruit Class graduated in December 14.

Several Patrol employees played roles in this year's Summer Olympic Games held in Atlanta. Sergeant Arthur J. Flynn and retired Driver Examiner Charleen T. Bossman each carried the flame as the Olympic torch came through Missouri. Three other Patrol employees — Cpl. Rex B. Kaunley, Troop D; Assistant Telecommunications Engineer William E. Pollard, Troop G; and Sgt. David O. Meade, Troop H — volunteered on the Centennial Olympic Games Security Team for the 21 days of the games.

Colonel Fred M. Mills chaired the committee established to develop the design and color scheme for Missouri's new registration plates. The final design is a white-based plate with blue and green lettering. A wavy blue line underlining the word "Missouri" can represent the many rivers, streams,

and lakes found in Missouri or its rolling hills.

Also in 1996, the Department of Revenue made significant changes in Missouri's driver's license. Through new technology driver's license will be issued immediately at the site of application. Each license type has a different color header. Individuals under the age of 21 receive licenses that are distinctly different from other driver's and non-driver's licenses. Their photos will appear on the left side of the card, whereas the photos on the other licenses appear on the right side. Also the words "Under 21 Until (the person's 21st birthdate)" are printed across the front of the license in bold red letters.

1997

Beginning January 1, 1997, the Missouri State Highway Patrol and the Missouri Department of Transportation began offering an Employee Assistance Program (EAP) to their employees. The EAP service will provide advice and counseling on a va-



A criminalist takes a sample from a suspected clandestine methamphetamine laboratory.

riety of family, personal, and emotional issues, and is prepaid for employees.

The Patrol again assisted the Missouri National Guard at Governor Mel Carnahan's Inauguration. Officers provided security for government officials and guests at the celebration, and conducted road patrols on major routes leading into Jefferson City.

Clandestine methamphetamine laboratories continue cause for concern. In 1997, Patrol officers received six hours of POST-certified training on clandestine laboratory recognition and safety. Instruction was provided by officers from the Narcotics Section of the Division of Drug and Crime Control and personnel from the Criminal Laboratory Division.

Captain Gene T. Vaughn, FOB, was named April DPS Employee of the Month for his efforts in the Community Oriented Policing Program and for successfully obtaining new positions for the Patrol. Through the COPS program, the Patrol received 31 new patrol officers and 25 telecommunicator positions.

It was announced that a partnership agreement was reached between the Patrol and Mineral Area College to build a new Troop C Satellite building on the college campus. The new building will also house the crime laboratory.

The Alis Ben Johns manhunt involved the Patrol and several other law enforcement agencies in the state. Over 300 officers took part in the manhunt. Troops A, C, D, and F activated their SERT during the hunt. Johns was linked to three murders, an arson, car thefts, and several burglaries. The hunt ended when Missouri State Water Patrol officers cornered Johns in an abandoned cabin. Johns was wounded and taken to Bothwell Hospital in Sedalia; his girlfriend, Beverly Guehrer-McComb, was taken into custody. Thus far, Johns has been found guilty in two of the three murder cases—one conviction resulted in the death penalty; the second in life without parole. The third murder case will go to trial in 2002. The prosecutor is seeking the death penalty.

Ms. Jenny Smith, a criminalist in the Patrol Crime Laboratory Division, was honored by the Springfield Police Department for her role in the investigation of a southern Missouri homicide. Criminalist Smith examined debris collected from the victim's clothing and found 11 types of particles

which were eventually described, examined, and found similar to debris from the rear area of the suspect's van. Criminalist Smith spent several months working on the case and testified for a total of 14 hours (five in deposition and nine on the stand). Her work was part of the successful prosecution of Tim Chaney, Springfield, MO, for the murder of 12-year-old Michelle Winter.

The Patrol honored eight Boy Scouts of America units for their crime prevention programs at a banquet in March 1997. The winning programs included a child fingerprinting project, bicycle identification and recording with local police, drug abuse awareness programs, etc.

Two Patrol officers received the Citation of Valor for their courageous actions in officer-involved shootings during 1996.

Trooper James T. Hedrick, Troop C, was honored for his involvement in the apprehensions of a murder/kidnapping suspect in St. Louis County. A male subject was shot and killed and a female kidnapped following a domestic dispute in Cape Girardeau County. Following the homicide, the male assailant and his hostage started north on Interstate 55. Tpr. Hedrick and other Troop C officers spotted the vehicle, pursued it onto Interstate 270, and forced the vehicle to stop using a rolling roadblock. The suspect continuously flourished two pistols, pointing them at officers and the kidnap victim. After ramming Tpr. Hedrick's car, the suspect had a clear view of the trooper. Gunfire was exchanged: The suspect was hit once in the head and once in the chest; Tpr. Hedrick received a minor leg wound from a fragment that apparently ricocheted from a bullet that had struck a Patrol car.

Tpr. McDonald H. Brand, Troop I, was honored with the Citation of Valor for his heroism when confronted with a traffic violator who was armed and intent on taking the trooper's life. (See page 75 for details.)

The 73rd Recruit Class began its studies at the Patrol's Law Enforcement Academy on January 1, 1997. At their graduation ceremony on June 14, 1997, 50 new troopers were appointed.

A team of three employees from the Communications Division received one of nine Governor's Award for Quality and Productivity. The team was recognized for their participation in the development of the Patrol's Missouri Automated Report

Telephone System (MARTS). Those honored were Assistant Chief Telecommunications Engineers Anthony F. Chinnici, Troop C, and Jeffrey K. Herzer, Troop H, along with Chief Projects Engineer James A. Lundsted, Q/CommD.

Trooper Robert M. DeWitt fatally shot Charles Holland, 27, of St. Peters, MO, when Holland tried to run down two troopers after a high-speed pursuit. The pursuit began on Highway 94, covered



Col. Fred M. Mills stands with three communications employees. These employees were honored with the Governor's Award for Quality and Productivity.

approximately 31 miles and reached speeds up to 100 mph. The pursuit ended in the city of St. Louis, when Holland's car ran a red light and was struck by another motorist. Holland then struck another patrol officer's car before driving at Tpr. DeWitt, who had exited his vehicle. As the suspect drove toward him, Tpr. DeWitt fired his service weapon at Holland, striking him in the chest. Holland was pronounced dead upon arrival at Barnes Hospital in St. Louis.

The Patrol's information technology infrastructure changed dramatically. With the assistance of the Office of Information Technology and the office of Administration's Division of Data Processing, the Patrol's Information Systems Division moved the entire mainframe computing environment from the Patrol's Annex building to the state's Consolidated Data Center. This consolidation occurred because it will save tremendous amounts of money while providing the same or better service.

Governor Mel Carnahan signed Senate Bill 121 into law on July 1, 1997, establishing the first state



Col. Fred M. Mills speaks to attendees at the Operation C.A.R.E. national conference in Branson, MO.

restrictions on children riding in the back of pickup trucks, requiring children to wear seat belts, and extending mandatory seat belt requirements to include sport utility vehicles and pickup trucks.

In April 1997, Missouri State Highway Patrol hosted the 1997 Operation C.A.R.E. Conference in Branson. The C.A.R.E. organization is comprised of state police agencies from across the United States, Canada, and United States Territories. Its mission is reducing traffic crashes on our nation's highways during peak holiday periods. The conference in Branson was the best attended in the history of the organization.

The firearm section of the Criminal Laboratory Division made its first Drugfire hit in July 1997. The Drugfire system is a computer system in which images of expended cartridge cases are entered and stored in a database. During a routine stop, Trooper James L. Musche, Troop D, seized a pistol. The pistol was sent to the crime laboratory in Jefferson City to test for functionality and for entry into the Drugfire system. An image of an expended cartridge case from the pistol closely



The Criminal Laboratory Division made its first Drugfire hit in 1997.

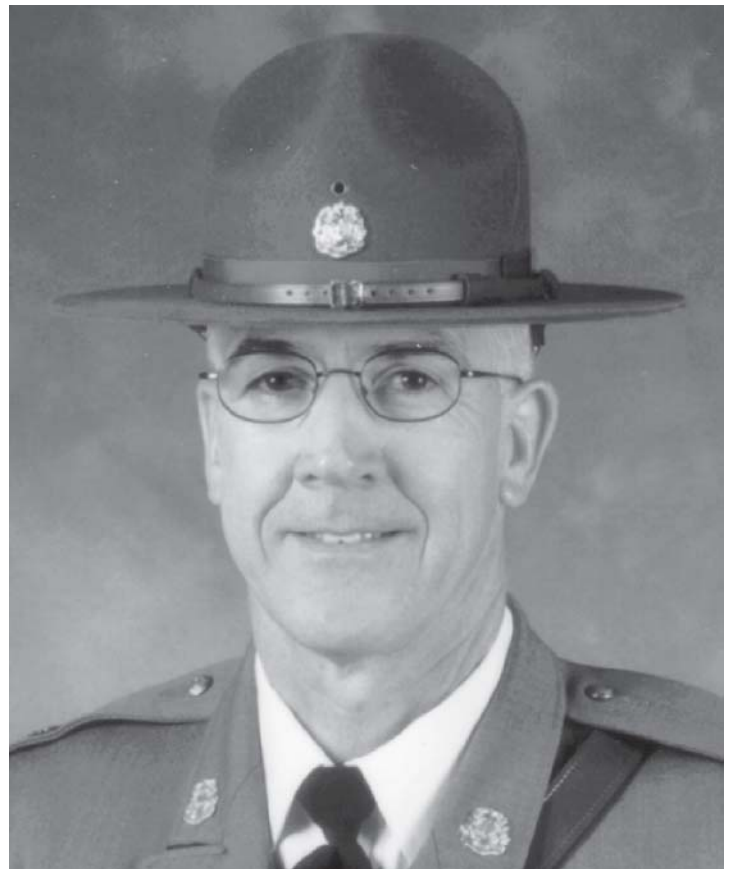
resembled one in the database which had been entered after a drive-by shooting in Newton County. Microscopic comparisons were made between the two cartridges and it was confirmed that the pistol Tpr. Musche had confiscated was the same pistol used in the drive-by shooting a year earlier. When confronted with the evidence provided by the Drugfire system, the suspect confessed to the drive-by shooting.

The Patrol's K-9 Argo retired in September 1997, after more than six and one-half years of service. During his career, he located over \$14 million in drugs. Argo remains with his handler, Corporal David H. Mease, in his retirement.

Col. Fred M. Mills retired September 1, 1997. Governor Mel Carnahan appointed Weldon L. Wilhoit colonel effective October 1, 1997. Col. Wilhoit became the 18th superintendent of the Patrol.

Effective October 15, 1997, the Patrol's Major Crash Investigation Unit was fully operational. This unit included three, two-person teams with alternates for each team. The purpose of the Major Crash Investigation Unit is to conduct detailed investigations and reconstructions of high-profile or serious vehicle crashes. The formation of the MCIU was the result of five years of planning and research of similar teams in other states. Each of

the MCIU members received in-depth training in accident reconstruction, special reconstruction software, and the SOKKIA mobile station. In addition, each team has approximately \$30,000 of equip-



Col. Weldon L. Wilhoit

ment at their disposal. The Major Crash Investigation Teams are stationed in Troop A, Lee's Summit; Troop C, Kirkwood; and, Troop D, Springfield; and divide the state geographically. The teams report to the Field Operations Bureau.

The Patrol received assistance in funding the Major Crash Investigation Unit with grants from the Department of Public Safety and the Division of Highway Safety. The grants enabled the Patrol to purchase the specialized equipment and provide training.

November 9, 1997, marked the 10th anniversary of the Academy AV Section. The AV Section's two civilians have produced videos for divisions of the Patrol, the Academy recruits in training, Special Olympics, "Real Stories of the Highway Patrol", as well as the U.S. Department of Transportation/Governor's Office/National Guard/Division Of Highway Safety's joint "No Zone" video. In 1997, they received the bronze shield award in the music category for "To Serve and Protect".

The Patrol joined the Division of Highway Safety in the national Buckle Up America campaign. Bumper stickers were placed on Patrol vehicles during the month of November 1997. The goal is to increase seat belt use to 90 percent by 2005.



Specialized training and equipment help the Major Crash Investigation Unit conduct detailed investigations and reconstructions of high-profile or serious vehicle crashes



Commercial vehicle license tests take place at the Troop A Supersite.

Troop G's Satellite Laboratory moved from the basement of Troop G Headquarters to its own building on the grounds of the troop. The new facility is 2,400 square feet, includes two offices for criminalists, one office for the records and evidence clerk, and an evidence room. The basement of the new laboratory provides much needed space for the troop's evidence room, and a much larger radio repair shop.

Troop A Supersite construction began late fall. The site is located in Lee's Summit just northwest of Interstate 470 and Highway 291. It is on approximately nine acres and borders the area being developed by MoDOT and the Department of Natural Resources. The Patrol's part of the Supersite includes a full-service driver examination office to offer all written, vision, and sign tests, along with the motorcycle skills, commercial driver's license skills and road tests.

Mr. David J. Hansen was hired as the Patrol's legal counsel. In previous years, the Attorney General's Office provided assistance when requested. The Patrol's attorney is to provide counsel in litigation, conduct research, prepare legal opinions, draft rules and regulations, and advise administrative personnel in relation to their duties as required by Missouri and federal laws. The Patrol's legal counsel also participates in the training of uniformed officers. The legal counsel reports directly to the superintendent's office.

The Patrol received the 1997 Award of Excellence from the International Chiefs of Police State

and Provincial Police Planning Officers. The Patrol received the award for its documentation of the growing methamphetamine problem in Missouri over the past several years and the multifaceted, innovative approach taken to address the situation.

1998

The Patrol used news releases to make motorists aware of RSMo 302.302.1, which became effective January 1, 1998. This law makes “failure to provide proof of insurance” when requested by a law enforcement officer a moving violation in Missouri. (Subsequent to a lawful stop, Patrol officers will request “proof of insurance” from the motorist.)

The 74th and 75th Recruit Classes graduated from the Patrol Academy. Forty troopers were commissioned on January 16, 1998; another 45 were commissioned on August 1, 1998.

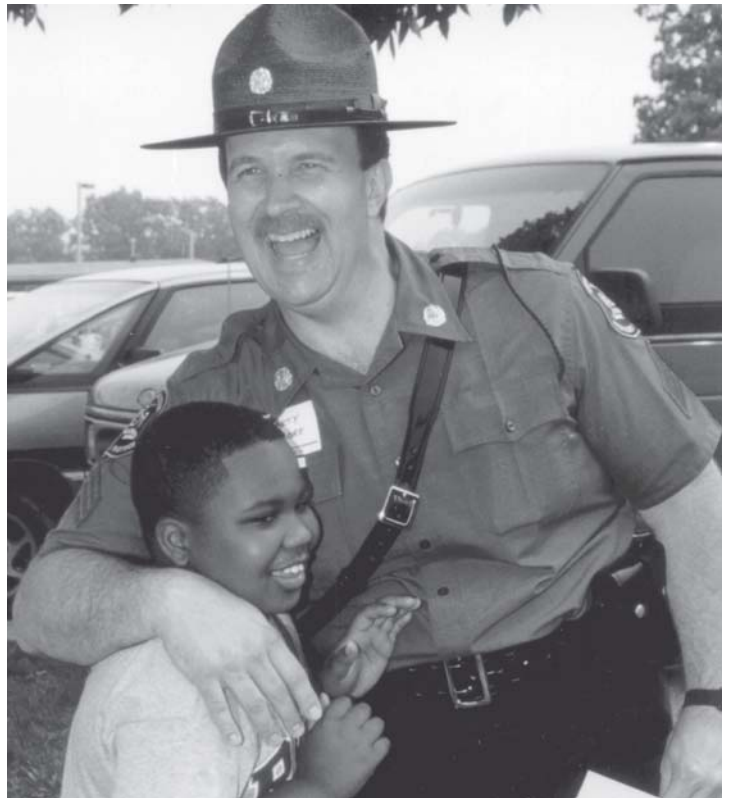
CVO Linda Stafford, Troop D, was DPS Employee of the Month for January 1998. CVO Stafford received the award for going beyond the initial stop at the eastbound weigh station on Interstate 44 in Joplin, in June 1997. Her suspicions prompted her to call for assistance, which resulted in 325 kilograms of cocaine being seized. Her work resulted in felony arrests from Baltimore, MD, to Texas, and into Mexico.

To assist the Missouri State Highway Patrol in its efforts to locate and dismantle methamphetamine laboratories, a toll-free hotline was established. The number, 1-888-823-METH(6384); became operational 24 hours per day effective February 2. Patrol investigators conducted 547 meth investigations and seized 480 methamphetamine laboratories in 1998.

Weigh station Post C-1, Weldon Springs, was demolished this past year by MoDOT, so construction could begin on the next phase of Interstate 64. This weigh station was built in 1968, and opened in 1970. The scalehouse saw its last inspection in December 1996.



Troop C's honor guard was formed in 1998.



Sgt. Martin K. Elmore, Troop G, laughs with a Special Olympics athlete.

With the ninth CVO class graduating at the end of March 1998, all personnel required to attend the six-week course had done so. Future classes will consist of new employees to the Patrol and be formed as needed.

The Patrol reached out to assist DWI victims and surviving families of DWI-related crashes. A grant from DPS (funded through the Victims of Crime Act) enabled the Patrol to establish a DWI Victim Hotline (1-888-773-1800). When a call is received, the information is forwarded to the appropriate troop coordinator or zone advocate.

Members of the Patrol have always taken part in community activities, and 1998 was no exception. Missouri Special Olympics (and the Torch Run), Camp Quality, Boys State, Girls State, donkey basketball, the Boy Scout Crime Prevention Program, and barbecues that raise funds for local groups are activities in which members of the Patrol took an active role. In 1998, the Patrol raised a total of \$78,568.43 for Special Olympics. This is an 82.9 percent increase from 1997.

An honor guard was formed at Troop C. The group consisted of Trooper Daniel H. Dubbs, Trooper Jeffery B. Myers, Trooper Matthew G. Schmiehausen, and Corporal Jeffrey L. Wilson.

Troop C officers responded to a 98-vehicle crash in April 1998. Additional officers from O'Fallon, St. Peters, and St. Charles County police departments assisted, as did the fire departments from O'Fallon and St. Peters. St. Charles County Ambulance District sent 10 ambulances, paramedic crews, supervisory staff, and a tent which was set up as a triage for less injured people. The final report totaled approximately 221 pages. The cause of the crash was related to a hard rain making the pavement slick, sunshine appearing suddenly blinding drivers, and too many drivers traveling too fast for conditions and following too closely. Fortunately, there were no fatalities. Though more than 40 people were injured, the most serious injury was a broken femur. Investigators pointed to the high percentage of drivers wearing seat belts as a reason for the lack of serious injuries.

Glennon Paul Sweet was executed at Potosi Correctional Center in Mineral Point, MO, on April 22, 1998. Sweet murdered Tpr. Russell W. Harper in 1987. Lieutenant Colonel Morris E. Patrick, Cap-

tain Robert E. Bloomberg, retired Captain Jack L. Merritt, and Sergeant Alan E. Raetz were witnesses of the state at the execution.

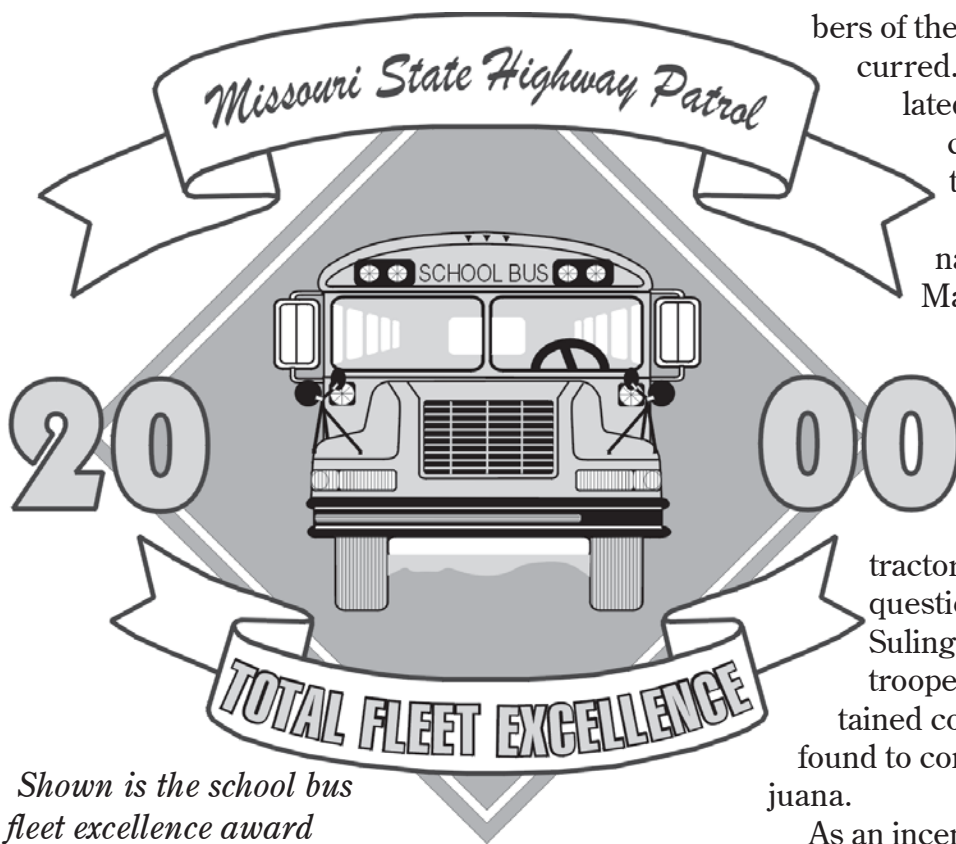
A runaway barge struck the President Riverboat Casino on the Admiral in April. There were 2,300 people on board the 375-foot-long casino at the time. The impact caused the Admiral's center exit ramp and a temporary walkway just off the ramp to buckle and break. Due to the quick action of Trooper Eric C. Beishir, Q/GD, most of the patrons on the ramp and walkway were able to exit prior to collision. Patrons were evacuated with the assistance of the Patrol, the Becky Thatcher and Tom Sawyer tour boats, U.S. Coast Guard, St. Louis Police and Fire departments, and emergency medical services. Only minor injuries were reported.

The new MVI/DE complex at Troop A's Supersite was completed in July 1998. The site is located at the intersection of Independence Avenue and Colbern Road. Inspections and driver testing began at the complex September 1, 1998.

Corporal James B. King, Troop I, received the 1998 Valor Award at the awards banquet on May 30, 1998. He was honored for his actions in a situation involving an armed, threatening suspect in Pulaski County. On March 17, 1997, officers responded to Ruby's Tavern in Richland, MO. Upon arriving at the scene, the officers assumed different locations around the building, with Cpl. King and Trooper Douglas M. Hedrick positioned at the rear door of the tavern. Attempts to convince the gunman to relinquish his weapon and surrender were unsuccessful. The gunman became enraged at one point and fired seven rounds at the officers near the



Lieutenant Governor Roger Wilson proclaimed April 9, 1998, D.A.R.E. Day.



Shown is the school bus fleet excellence award sticker.

front door. When the shots had subsided, Tpr. Hedrick was able to open the rear door, making it possible for Cpl. King to observe the gunman, who was crouched behind the bar attempting to reload his weapon. Realizing that moment to be an opportunity to disarm the gunman, Cpl. King rushed into the tavern. Cpl. King knocked the weapon from the gunman's hand and quickly pinned him to the floor. Other officers then entered the tavern and assisted Cpl. King in securing the gunman.

In addition to receiving the Meritorious Award at the May 1998 Patrol Awards Banquet, Sergeant Greg A. Hug and Corporal Franklin D. Chambers, both in the Drug and Crime Control Division, were named April 1998 State Employees of the Month. They received the recognition for their exemplary performance of infiltrating a radical militia group in Jackson County, MO. For four months in 1997, Sgt. Hug and Cpl. Chambers attended numerous meetings where plans for terrorist acts against United States government facilities were discussed and illegal weapons and explosives were accumulated. Sgt. Hug and Cpl. Chambers notified the FBI of the group's intentions to begin their attacks on July 4, 1997, and agents were able to arrest seven mem-

bers of the group before injuries or damage occurred. Governor Mel Carnahan congratulated these gentlemen in a private ceremony in the governor's office due to the nature of their work.

CVO Scott M. Suling, Troop F, was named DPS Employee of the Month for May 1998. He was named State Employee of the Month for July 1998 by Gov. Mel. Carnahan. CVO Suling was working the portable scale unit 1511 on the eastbound lane of U.S. Highway 54 south of Jefferson City when he stopped an eastbound tractor trailer unit for tinted windows. While questioning the driver and co-driver, CVO Suling became suspicious and contacted a trooper for assistance. After the trooper obtained consent to search the vehicle, it was found to contain 556 pounds of processed marijuana.

As an incentive to school bus owners, the Missouri State Highway Patrol implemented a School Bus Fleet Excellence Award in 1998. The program's purpose is to recognize school bus fleets identified through the Patrol's annual inspection as having an excellent fleet. It is an incentive to maintain buses that pass the initial Patrol inspection with a 95 percent or better score. The 1998 award went to 305 bus owners operating 4,782 buses (271 with 100 percent average). The stickers signifying an excellent fleet were placed on the first window behind the service door.

A tornado touched down in Wright City in April 1998. CVO Supervisor Carol A. Young was at Post C-4 in Foristell. She took cover under her car on the eastern end of the pit. She was joined by police chiefs from Wentzville and Foristell, a motorcyclist, and two other motorists seeking shelter. No one was injured. Both garage doors were destroyed, but the contents of the shed were not touched.

The Missouri State Highway Patrol Public Information and Education Division hosted the 31st Uniformed Safety Education Officers' Workshop (USEOW) in St. Louis. Seventy-six officers representing 17 state police and state patrol agencies from across the country gathered to share ideas and review safety programs. Missouri's program was presented by Sergeant Terry R. Moore, Troop



Governor Mel Carnahan signs legislation dubbed “the meth bill”.

D, and earned third place. His program was written on the premise of “What if you drove every day as if that driver examiner was sitting in your car?”

Governor Mel Carnahan signed legislation dubbed “the meth bill”. In short, this legislation:

- Lowers the threshold for first-degree trafficking charges from 150 grams to 30 grams of meth, and denies probation or parole on cases

- over 90 grams (down from 450 grams).
- Expands the list of precursors to include sulfuric acid, iodine, and red phosphorus.
- Allows circuit courts to establish drug courts.
- Creates “Operation Payback” within DPS, offering rewards of up to \$250 for tips leading to meth arrests.
- Enables multi-jurisdictional enforcement group task force units to cross country or state lines.
- Expands endangering the welfare of a child to under 17.
- Creates a Controlled Substances Cleanup Fund in the state treasury.

CVO Steve Wilmesherr, Troop C, was named DPS Employee of the Month for August 1998. He was named State Employee of the Month for October 1998. He received this recognition when his instincts caused him to call for a trooper during a commercial vehicle inspection. The driver consented to a search of the tractor-trailer, and 1,819 pounds of marijuana, 1,467 pounds of cocaine, and 4.4 pounds of heroin were seized from the trailer — over \$122 million in illegal drugs. CVO Wilmesherr and Sergeant Sean B. Moore, both of Troop C, interdicted the largest combined shipment of illegal drugs in the nation to date.

The Mobile Safety Education Center debuted at the Missouri State Fair in August 1998. This educational trailer is the result of private contributions from a number of companies. The Mobile Safety Education Center, a 40-foot Sport fifth-wheel trailer, is handicap accessible and reminds people of the



The Mobile Safety Education Center debuted at the 1998 Missouri State Fair.



Billboards like these were seen around the state.

importance of safety—bicycling, walking, driving, railroad, seat belt, etc.—through a variety of displays.

The Missouri State Highway Patrol joined in a partnership with the Missouri State Water Patrol and the U.S. Army Corps of Engineers in 1998. The “Life Jackets and Seat Belts Save Lives” campaign was the result. With the Division of Highway Safety’s financial assistance, the Patrol was able to help its partners put this safety message on 11 billboards throughout the state.

CVO Jerry B. Baker, Troop A, was named Missouri MCSAP Inspector of the Year. Inspectors compete in four areas: hazardous materials, driver inspection, level five vehicle inspection, and motor coach. Each competitor takes written tests regarding federal regulations and is interviewed by the judges. As Missouri MCSAP Inspector of the Year, CVO Baker earned the privilege of representing Missouri at the International Inspector Competition Challenge '98 in California in August. CVO Baker earned third place for hazardous materials/dangerous goods at the Challenge '98 competition.

The 11th MULES Training Conference was held October 25-28, 1998, at the Capitol Plaza Hotel in Jefferson City. This conference of users of the Patrol’s computer system is held every 18 months and drew 347 attendees from state, county, and mu-

nicipal agencies around the state.

The Missouri State Highway Patrol hosted its first National Homicide Seminar October 24-28, 1998. The seminar had an attendance of 159, representing state, county, and municipal departments from 39 states, including Maine and Hawaii. The Division of Drug and Crime Control hosted the event at the Westin Crowne Center in Kansas City, MO.

Sergeant Randle E. King, Q/DDCC, was recognized as 1998 DDCC Officer of the Year for his work on a 14-year-old homicide case. Sgt. King serves as supervisor to the Troop B Criminal Investigation Unit of the Division of Drug and Crime Control. In 1994, Sgt. King began actively investigating the unsolved 1984 murder of Julianne Helton of Marceline, MO. In 1998, Sgt. King and the Troop B Unit were able to bring first degree murder charges against four of the five suspects in Ms. Helton’s murder. The fifth suspect was 14 years old at the time of the murder and is currently a cooperating witness.

1999

In January, the Patrol unveiled its first public Internet web site.



Sgt. Thomas M. Scott and Cpl. C. Rod Land hold the ASP baton and the PR-24, respectively.

The legal counsel was reassigned to the assistant superintendent.

The Patrol replaced the PR-24 baton with the Armament Systems Procedures baton (ASP). Training for this new equipment was completed in March 1999. The new style of baton was chosen primarily because it is compact and has no side handle, making it something troopers can carry with them more comfortably.

Pope John Paul II visited St. Louis, MO, in January. Plans for this detail began in spring 1998 and involved federal, state, and local law enforcement agencies. Officers involved assisted with security, motorcade and parade routing, emergency medical facilities, crowd and traffic control, command centers, and individual departmental responsibilities. More than 130 troopers were assigned to the detail.

On January 1, 1999, the 76th Recruit Class reported to the Academy. Six months later, on July 1, 1999, the 33 new troopers were commissioned.

On January 1, 1999, K-9 Ben, Troop H, retired after seven and one-half years with the Patrol. During his career, Ben was responsible for removing from Missouri's highways over 2,500 pounds of marijuana, 16 pounds of cocaine, and several pounds each of heroin and methamphetamine. His assistance also led to the seizure of more than \$500,000 in cash, including one seizure totaling \$105,000. Ben also helped his handler, Corporal Sheldon A. Lyon, with numerous presentations to children about the dangers of drugs. Ben will spend his retirement with Cpl. Lyon and the rest of the Lyon family.

On January 4, 1999, K-9 Rommel died of natural causes. During his five-year career, he accumulated approximately 2,300 hours of training and acquired several performance titles. Rommel is currently on display in the Patrol's Safety Education Center at General Headquarters.

Troop D officers seized 7,500 pounds of processed marijuana on March 10, 1999. The drugs were found hidden in a tractor-trailer unit during a routine inspection by CVO Ricky L. Talbert and CVO Jerrold D. Brooks. This is believed to be the single largest seizure of marijuana ever to occur in Missouri to date.

Trooper Gary R. Sanson, who is assigned to the Gaming Division at the Argosy Casino, arrested two individuals on 30 felony and six misdemeanor warrants from eight different states. All of the warrants were for "check forgery" and "check fraud". The arrests occurred after the two were observed violating Missouri gaming rules and regulations.

Trooper Ethan P. Ahern, Troop A, received the Citation of Valor at the Missouri State Highway Patrol's 9th Annual Awards Ceremony in May 1999 for his actions in a situation involving an armed, threatening suspect in Clay County, MO. On March 20, 1998, Tpr. Ahern effected a vehicle stop on Interstate 35. When the stop was initiated, the driver, Robert D. Hendrick, charged back toward Tpr. Ahern's patrol car.

Hendrick ran between the two cars and up a grass embankment. He then scaled a six-foot chain-link fence and began running up the outer road. When Tpr. Ahern was on the fence, Hendrick turned and pointed a 9mm pistol at him. Tpr. Ahern, fearing for his own life, jumped from the fence, drew his service weapon, and fired at Mr. Hendrick, striking him three times. Later that evening, Hendrick, who was wanted on a number of charges and a suspect in an Oklahoma homicide case, died. If Tpr. Ahern had not acted in the manner he did, undoubtedly, Hendrick would have taken the life of a trooper that evening.

On April 3, 1999, the Troop F SERT was called to assist the Cole County Sheriff's Department with a barricaded suspect in a mobile home near Brazito. The suspect, Raymond L. Walls, had been involved in a domestic dispute. The team began negotiations upon arrival. It was learned that Walls was also wanted on a felony probation violation warrant. Af-



Pope John Paul II visited Missouri in January 1999.

ter several hours, Walls indicated he would surrender to Cole County Sheriff John Hemeyer.

Walls came out of the mobile home with a small handgun and pointed it at Sergeants Jerry C. West and Vince S. Rice, who were observing the rear of the residence. Walls shouted, “come on” and aimed at the officers. Both sergeants fired at the suspect, who was struck by two bullets. Walls was pronounced dead at St. Mary’s Health Center in Jefferson City; the officers involved were not injured.

Troop C’s new laboratory opened in April 1999. The laboratory, located on the Mineral Area College campus, is a state-of-the-art facility. The physical arrangement of the lab will allow for future expansion. It includes a large evidence locker, a separate instrument room, offices for the criminalists, and a waiting/reception area where evidence is submitted. The building also houses the Troop C Service Center, DDCC office, and garage.

Sergeant David C. May, 41, was killed in the line of duty on May 17, 1999. Sgt. May, a pilot at Troop E, died as a result of injuries received in a helicopter crash. The fatal accident occurred in the Poplar Bluff area. He and a professional photographer,



Tpr. Leanne Hall, Troop A, holds a rosary blessed by Pope John Paul II.

Ricky Wayne Gunnels Jr., 22, had been photographing and videotaping the “Law Enforcement Torch Run” for Special Olympics. Gunnels also died as a result of injuries sustained in the crash. Sgt. May was an 18-year veteran of the Patrol. He is survived by his wife, Lynda; their two daughters, Krista, 11, and Taralyn, 9; and his father, Cargene.

The National Governor’s Association held its annual meeting in St. Louis in August 1999. The Patrol assigned 180 personnel from all nine troops and General Headquarters to the detail. The conference hosted 45 governors and approximately 1,700 other attendees. Seventeen other local, state, and federal departments worked with the Patrol, and played integral parts in the preparation of and security for the NGA.



Sgt. David C. May



Lt. Philip L. Ahern, Troop C, tracked the arrival and departure times of the governors who attended the NGA's annual meeting.



Lt. Vincent J. Ellis, Troop A, welcomes Minnesota Governor Jesse Ventura to the National Governor's Association annual meeting, held in St. Louis in 1999.

A collaborative effort on the part of Troops G, E, and I and the Aircraft Division rescued a Missouri Air National Guard pilot after his F-15 fighter plane crashed. The crash occurred when the F-15 fighter plane collided with another F-15 during aerial maneuvers in Shannon County in August 1999. The second F-15 made it safely back to base at Lambert Field in St. Louis.

CVO Donald J. Hardway, Troop A, earned the 1999 Missouri MCSAP Commercial Vehicle Inspector of the Year award. As such, he represented Missouri at the Challenge '99 International Inspector Competition in Tampa, FL. At that competition, he earned third place in the Hazardous Materials/Dangerous Goods category.

In April 1999, Troop D assisted Oklahoma Highway Patrol Trooper Steven Smith, who was shot in the neck by a man who had killed his wife and, after shooting the trooper, killed himself. The closest hospital was St. John's Hospital in Joplin, MO. The Missouri State Highway Patrol was called upon to make several emergency blood relays for Tpr. Smith. Local troopers stopped by the hospital during the month Tpr. Smith was there, checking on his wife and family. Tpr. Smith was transferred to Craig Hospital in Colorado, before returning home to Oklahoma on December 15.

Sergeant Robert G. Kimberling, 43, Troop H, was shot and killed on October 6, 1999, on Interstate 29 in St. Joseph. The incident occurred after Sgt. Kimberling stopped a motorist who had left the Farris Truck Stop in Faucett, MO, without paying for \$24.69 of fuel. The driver, Jason M. Friske of Madison, WI, met Sgt. Kimberling at the rear of his vehicle then turned and went back to the open driver's side door, where he reached in and got a Colt .357 revolver. Friske shot Sgt. Kimberling five times. During the struggle, Sgt. Kimberling was able to draw his weapon and fire three rounds. Two bullets struck Friske. Unable to stand because of his wounds, Friske used his last bullet to kill himself.

Sgt. Kimberling was a 14-year veteran of the Patrol. He is survived by his wife Kelly; two daughters, Katie, 12, and Tobi, 11; his mother; and three sisters.

The Fatality Analysis Reporting System (FARS) celebrated its 25th anniversary in October 1999.



Sgt. Robert G. Kimberling

This system was conceived, designed, and developed by the National Highway Traffic Safety Administration (NHTSA) to provide an overall measure of highway safety, help identify traffic safety problems, suggest solutions, and help provide an objective basis to evaluate the effectiveness of motor vehicle safety standards and highway safety programs. FARS is a comprehensive database on the nation's fatal traffic crashes.

Commercial vehicle officers are trained to inspect commercial vehicles traveling on Missouri's highways. In addition, CVOs have been trained in commercial vehicle drug interdiction. In 1999, CVOs assisted in the seizure of 28,353 pounds of marijuana, 394 pounds of cocaine, three weapons, and \$352,020 in cash.

The D.A.R.E. Regional Training Center Advisory Board (DRTCAB) approved the re-accreditation of the Missouri State Training Center for four years. The assessment took place during the September 1999 D.A.R.E. officer training at the Academy. The Regional Training Center accreditation is valid for five years.

Town hall meetings were held in every county of Missouri during the fall months. The public information and education officer in each troop gave a slide presentation depicting the history and duties of the Patrol. Additional officers were available afterward to answer questions from the public. The most common concerns involved large trucks and careless drivers.

2000-2001

Learfield Communications began providing the Patrol with space on their website. At Missouri.net.com, members of the media are able to access information about traffic crashes and Patrol news releases. This service is being offered free-of-charge to the Patrol. Having this information available on the Internet reduces the number of media calls to each troop headquarters.

A Community Alliance Program was offered in Troop D for the first time. This new public relations program is similar in concept to a citizens' academy. The mission of this program was to familiarize participants with Patrol operations and procedures through recruit-style, classroom training, practical exercises, and personal interaction with members and employees of the Patrol. The Community Alliance Program proved to be a tremendous success and it is anticipated the program will be offered in other troops.

Trooper Aaron M. Harrison, Troop E, was named DPS Employee of the Month for February 2000. The recognition came after Tpr. Harrison took the initiative to investigate reports of anhydrous ammonia theft in his area. Anhydrous ammonia is an ingredient in the production of methamphetamine. Tpr. Harrison contacted all of the Co-op managers in his zone and they confirmed that theft was a problem for them. As a result of Tpr. Harrison's investigation, and in conjunction with the Cape Girardeau Sheriff's Office and the Southeast Missouri Drug Task Force, more than 30 arrests have been made and the investigation continues. Tpr. Harrison was also named State Employee of the Month for May 2000 by Governor Mel Carnahan for his initiative.



Governor Mel Carnahan congratulates Tpr. Aaron M. Harrison, Troop E, upon being named State Employee of the Month.

As a memorial to Sgt. David C. May, Troop E, the 19th member of the Missouri State Highway Patrol to die in the line of duty, the registration numbers of N93MP were changed to reflect Sgt. May's badge number. The 1986 Cessna 182 airplane, assigned to Troop E, was renumbered to N873MP. This became possible through the research and patience of Sergeant John A. Sampietro, Troop E.

Sgt. Robert G. Kimberling, the 20th member of the Patrol to die in the line of duty, was honored also in 2000. Troop H employees and the Missouri Department of Transportation created a memorial just off Interstate 29 at exit 50. The memorial to Sgt. Kimberling is a 50-foot rock outline of the state. In the center is a five-foot diameter piece of granite with a bronze plaque. There is also a newly redesigned adopt-a-highway sign nearby. It is the first of its kind and reads "Family and friends of Sergeant R.G. Kimberling." Both were unveiled in June 2000.

Director Gary Kempker named Trooper Mark D. Ward, Troop I, DPS Employee of the Month for April 2000. Tpr. Ward earned the recognition for his negotiation skills which saved a suicidal man's life. Tpr. Ward was not on duty at the time of the

call, but happened to have stopped by the Pulaski County ambulance base. When he heard the call, he notified Troop I and rode with the ambulance crew to the suicidal subject's residence. He talked to the subject for an hour and a half and was able to bring the situation to a peaceful ending.

Members of the Patrol have been attending the Missouri Law Enforcement Officers Memorial since its inception. This year's service touched the Patrol once again with the additions of two members who were killed in the line of duty in 1999. Sgt. David C. May, Troop E, and Sgt. Robert G. Kimberling, Troop H, were added to the names on the Missouri Law Enforcement Memorial.

Cpl. Sheldon A. Lyon, Troop H, and Lieutenant David B. Hart, Troop E, escorted the families of Sgt. David C. May and Sgt. Robert G. Kimberling to Washington, D.C., to attend the national memorial service honoring law enforcement officers killed in the line of duty.

In May 2000, the Patrol honored 17 employees at its 10th Annual Awards Ceremony and The MASTERS Banquet. This year, the Citation of Valor was given to three members. It was presented posthumously to Sgt. Robert G. Kimberling in recogni-



Col. Weldon L. Wilhoit stands with (from left) Tpr. Lance M. MacLaughlin, Mrs. Lynda May, Mrs. Kelly Kimberling, and Tpr. Darrin K. Lilleman at the annual awards banquet.

tion for the valor displayed in a shooting incident on Interstate 29. (See page 89, Patrol History.) Although mortally wounded, Sgt. Kimberling managed to disable his assailant, who then took his own life.

Troopers Darrin K. Lilleman and Lance M. MacLaughlin also received the Citation of Valor Award. They received the award for their actions on January 4, 1999. That day, Missouri State Highway Patrol Troop A officers and deputies from the Saline County Sheriff's Department served a search warrant at a farmhouse in rural Saline County. Information indicated that a clandestine methamphetamine laboratory was located on the property. When officers arrived, they knocked and announced their presence, but received no answer. Tpr. Lilleman heard the action of a gun being operated in a room off the hallway. He kicked open the door and saw a subject standing in the room pointing a pistol at him.

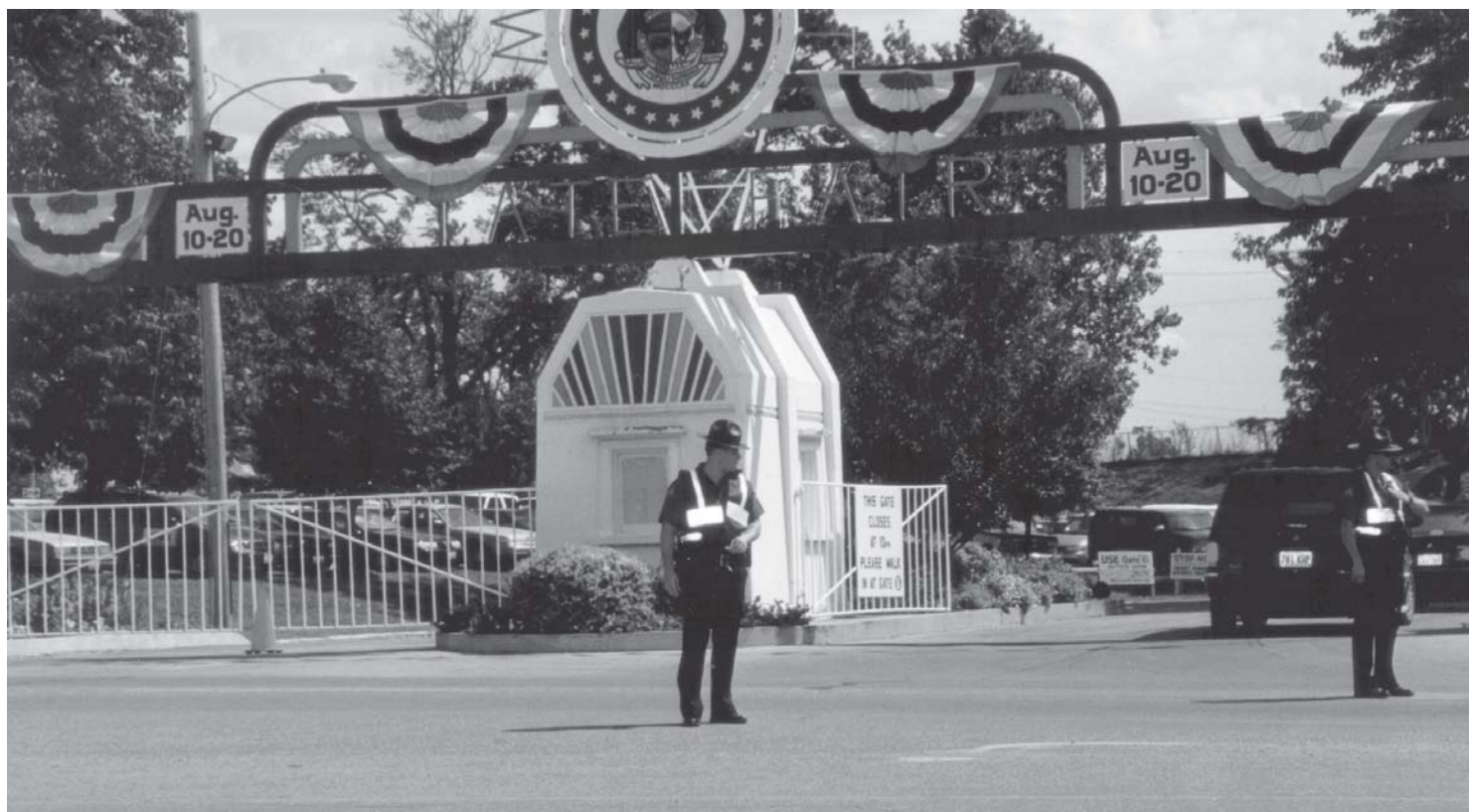
Tpr. MacLaughlin also saw the suspect. Both troopers identified themselves as such and instructed the suspect to drop his gun. When he

failed to respond to the order, Tpr. Lilleman fired a round from his Remington 870 shotgun striking the suspect. After being shot, the suspect continued to point the pistol at the officers and worked the action on the pistol a second time. Tpr. Lilleman fired a second shot, and when the suspect still did not drop the gun, fired a third round. At that point, the suspect fell to the ground, dropping his weapon.

A large cache of weapons was located in the residence as well as a working methamphetamine laboratory. The suspect, John R. Ernst, 44, was pronounced dead at the scene by the Saline County coroner. No officers were injured during the incident.

The Memorial Award was presented to the family of Sgt. David C. May, who died as a result of injuries sustained in a Patrol helicopter crash. According to witnesses, Sgt. May guided the helicopter away from businesses, homes, and pedestrians as it fell. This heroic action showed his devotion to serving and protecting the people of Missouri.

Thirty-five full-time eradicators and flight officers attended special training in April 2000. Exer-



Troopers direct traffic at the main gate during the 2000 Missouri State Fair.

cises were conducted at Camp Red Bud in the Lake of the Ozarks State Park.

Classes included night vision training, helicopter safety, surveillance equipment deployment/recovery, and CPS systems with related software. The conference concluded with two teams conducting a mission to locate cultivated marijuana plants with coordinates given to them by members of the Aircraft Division. Their goal was to successfully deploy sensors and surveillance equipment without activating any booby traps. The teams then traded coordinates and tried to locate the field and equipment that had been deployed, again without activating the booby traps. Members from all nine troops took part in the exercise.

Trooper Mory C. McKnight, Troop D, noticed a vehicle moving back and forth between lanes without signaling and initiated a traffic stop. His conversation with the driver led to a number of questions and Tpr. McKnight obtained consent to search the vehicle. Fingerprints on the glove box indicated it had been removed and replaced. Tpr. McKnight also noticed fingerprints on the dashboard and fresh marks on the screw heads near a vent. When he removed the vent, he found a duct-taped bundle. Tpr. McKnight's partner, K-9 Enik, was led around the vehicle and alerted to the dashboard. A further search located 19 kilos of cocaine in duct-taped packages. The estimated street value of the cocaine was approximately \$1 million.

On May 17, 2000, members of the Patrol and the Ozark County Sheriff's Department arrested Gordon Phillip Winrod, 73, his son, Stephen C. Winrod, 33, and daughter, Carol Winrod, 27, and charged them with six counts of child abduction. The charges stemmed from the kidnapping of six children, ages nine through 16, who had been ab-



CVO Thomas W. Cross

ducted from their fathers in North Dakota during 1994 and 1995. The children are Gordon Winrod's grandchildren; their mothers, Winrod's daughters, are incarcerated in the Department of Corrections in North Dakota for child abduction-related convictions.

While officers were arresting the three adults, the six children went into the home and secured themselves in an underground bunker. They were not cooperative with authorities, who were taking measures to ensure their welfare and safety. SERT from Troops A, C, D, and F worked alternate shifts and four Patrol negotiators worked around the clock to keep communication with the children continuous.

Sgt. Kirby L. Johnson, Q/DDCC, talked with Gordon Winrod while he was in jail and secured his assistance with the children. Through the efforts of Winrod and the four Patrol negotiators, the children agreed to leave the house and were turned over to juvenile authorities. The incident took place over three days (May 17-20). Gordon Winrod was found guilty of child abduction early in 2001.

CVO Sprv. I Thomas W. Cross, Troop I, was instrumental in the seizure of 1,394 pounds of cocaine at the Phelps County Sheriff's Department drug interdiction checkpoint. Sheriff Don Blankenship requested CVO Cross' assistance due to his knowledge of commercial vehicles. CVO Cross spoke with the driver and then asked to check the load. He found what appeared to be a false compartment in the front of the truck. Further investigation revealed he was correct, and the bundles of cocaine were hidden within. The two drivers were arrested and the trailer seized. This seizure was instrumental in furthering an ongoing drug investigation of major drug traffickers on the East Coast.

Just after 7 a.m. on September 7, 2000, three city utility workers and the Bunker city marshal were shot in the city of Bunker, MO, by a citizen over an ongoing dispute regarding the easement to the city lagoon. City Marshal Steven D. Stoops had served easement papers to the suspect's wife on the evening of September 6, 2000. Garry Dewayne Watson, 49, was given the papers when he returned from work at 5 a.m. on September 7. The city workers arrived at the city lagoon and began work-



(from left) Mrs. Tipper Gore, Vice President Al Gore, First Lady Hillary Rodham-Clinton, President Bill Clinton, Mrs. Pat Wilson, and Governor Roger Wilson were a few of the dignitaries taking part in the funeral procession for Gov. Mel Carnahan.



Members of the Missouri Air National Guard walk beside the caisson bearing the casket of Governor Mel Carnahan.

ing just after 7 a.m. that morning at which time Watson went to his truck, retrieved a rifle, and reportedly opened fire. Rocky B. Gordon, 34, and David Thompson, 44, both of Bunker, were killed. Delmar E. Dunn, 51, and also of Bunker, was critically wounded. Dunn was taken to St. Johns Hospital in Springfield, MO. City Marshal Stoops was shot in the right arm and was treated and released from Memorial District Hospital in Salem, MO.

Officers from the Dent, Reynolds, and Shannon County Sheriff's Departments, the Missouri State Water Patrol, the United States Forestry Service, and several other law enforcement agencies worked with the Patrol during the ensuing manhunt to find Watson. The Patrol had more than 85 officers assigned to the manhunt at the time Watson's body was discovered at 4:41 p.m. on September 9, 2000. An autopsy revealed the cause of death to be a self-inflicted gunshot wound.

The 77th Recruit Class graduated from the Law Enforcement Academy on September 9, 2000, after 26 weeks of intense training. Forty-one new troopers were commissioned that day.

On October 16, 2000, a plane crash took the life of Governor Mel Carnahan, former Chief of Staff Chris Sifford, and Gov. Carnahan's son, Randy. Patrol employees were at the crash site, positively identified remains, and assisted during the funeral for Governor Carnahan. Dignitaries from across the nation attended the funeral. There were 264 uniformed officers, 10 radio operators, and three civilians assigned to Gov. Carnahan's funeral. At the private burial ceremony, members of the Governor's Security Division were honored to serve as pallbearers.

A presidential debate between U.S. Vice President Al Gore (Democratic candidate) and Texas Governor George W. Bush (Republican candidate) took place October 17, 2000 at Washington University in St. Louis. The Patrol was charged with establishing an outer perimeter to prevent demonstrators from interrupting the debate. Eighty-one members were assigned to the detail from October 16-18, 2000.

A new bullet recovery tank was installed in the Criminal Laboratory Division at General Headquarters. Test bullets are fired from the questioned firearms into a water medium and retained for known

standards. The test bullets can then be microscopically compared to evidence bullets from homicides, drive-by shootings, and other shooting-related crimes. The laboratory also obtained a new bullet trap, which is a large, steel box filled with ground up automobile tires. A criminalist shoots into the bullet trap for simple firearm function test or to determine how far a shooter was from a victim. In these tests, the bullet is not recovered. The funding for this renovation came from drug forfeiture monies allocated to the Patrol to reduce and solve crimes.

DPS Director Gary Kempker awarded CVO Freddie R. Perkins, Troop C, the DPS Meritorious Service Award on November 9, 2000. CVO Perkins was recognized for his distinguished performance during a commercial vehicle inspection. His attention to detail resulted in 5,252 pounds of marijuana being seized.

Thirteen commercial vehicle officers completed 12 weeks of training and were commissioned November 22, 2000.



Governor Mel Carnahan

2001

The 2001 gubernatorial inauguration of Governor Bob Holden was a two-day event. It started with the Celebration of Missouri Heritage at Lincoln University on Sunday and included Monday's inaugural parade and ceremony, a donor barbecue at the Jefferson City airport, an open house at the Governor's Mansion, community activities at the Truman Building, and four inaugural balls. There were 241 members and 16 civilians assigned to the detail providing security.

In January 2001, the first electronically scanned fingerprints were submitted to the Criminal Records and Identification Division. The electronic scans were possible due to the purchase, installation, and testing of eight livescan devices throughout the state in 2000.

The 78th Recruit Class reported to the Patrol's Law Enforcement Academy on January 16, 2001. Fifty-three troopers graduated on July 21, 2001. The 79th Recruit Class reported to the Academy on October 16, 2001.



Lt. Juan O. Villanueva, Troop D, stands near the Capitol steps during the inauguration.

Sergeant Sean B. Moore, Troop C, stopped a truck on Interstate 44 in Franklin County on February 12, 2001. The truck was stopped after Sgt.



Members of the 78th Recruit Class along with staff members are pictured on their graduation day.



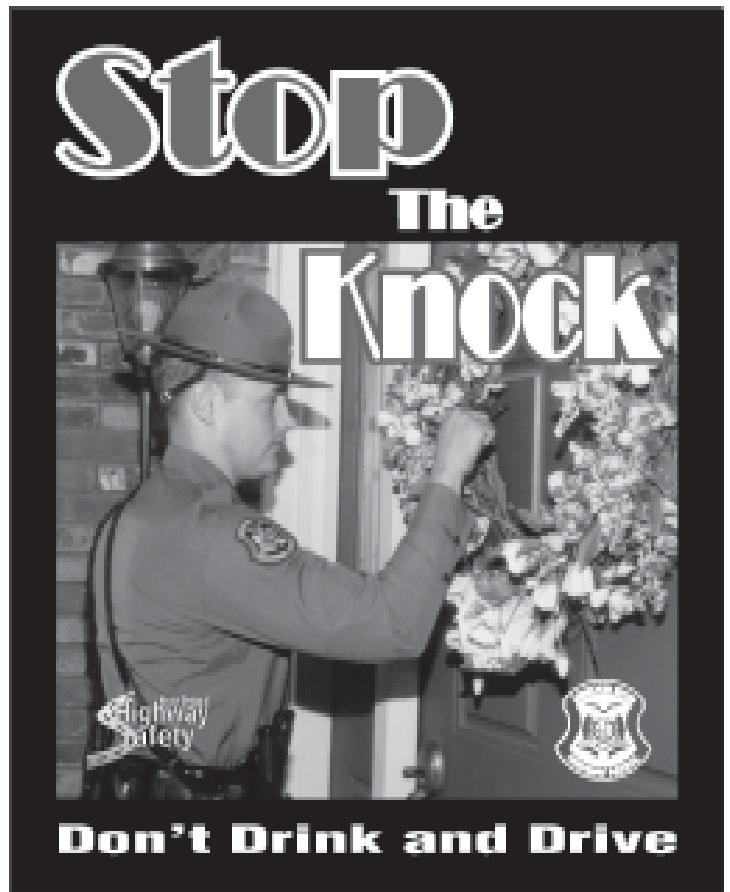
Sgt. Robert A. Williams

Moore heard noises indicating a tire on the truck was failing and when he saw that ICC numbers, which are required to be visible on the truck, were not readable. After checking the driver's log and shipping papers, and speaking to the driver, Sgt. Moore found inconsistencies in the driver's statements. He asked for and received consent to search. A Patrol K-9 alerted to the presence of a controlled substance in the trailer's cargo and 963 pounds of cocaine was seized as a result.

On February 16, 2001, Sgt. Robert A. "Rob" Williams, Troop E, died in the line of duty when his vehicle hydroplaned on a rain-slick roadway and skidded into a concrete bridge abutment. Sgt. Williams was on his way to a traffic crash when he lost his life. He was 41 years old and left behind a wife, son, and daughter. Sgt. Williams is the 21st member of the Highway Patrol to die in the line of duty.

The Patrol embarked upon a new media campaign in February 2001. Entitled "Stop The Knock", this program addresses driver inattention, not wearing a seat belt, speeding and drinking and driving. The program title is a reference to preventing troopers from having to serve death notifications following traffic crashes. The kick-off for this new media campaign began with a presentation and showing the "Stop The Knock" video to seniors at Fort Zumwalt High School in O'Fallon.

Thirty-eight employees were honored at the 11th Annual Award Ceremony and The MASTERS Ban-



Bumper stickers, posters, billboards, etc., with this "Stop the Knock" message were used to launch the Patrol's safety campaign by the same name.

quet on May 5, 2001. This year, two members received the Citation of Valor. Trooper Martin L. Wiseman, Troop G, was recognized for his valor after a shooting incident in Bunker, MO. Not knowing the shooter's whereabouts, Tpr. Wiseman made his way to the three victims and when he found that one was still alive, he risked his life to remove the seriously wounded victim from the scene and get him to emergency medical technicians nearby. Corporal Radnell Talburt of the Missouri State Water Patrol assisted him and was given an Honorary Trooper certificate in appreciation of his bravery and assistance.

Tpr. Henry J. Folsom, Troop I, was recognized for his actions during a domestic disturbance in Maries County. The subject was armed, intoxicated, and depressed. He threatened to kill himself and everyone else. During the negotiations, the subject tried to return to his residence. Tpr. Folsom prevented him from entering the house, yet the subject

was able to retrieve his rifle and proceeded to aim it at Tpr. Folsom. After Tpr. Folsom ordered him to drop his weapon and the subject refused, Tpr. Folsom attempted to distance himself from the threat. The subject then directly threatened Tpr. Folsom by raising his rifle and preparing to shoot the officer. Tpr. Folsom was forced to stop the threat by shooting the subject.

Captain Charles R. Jackson, Q/TFD, a 26-year veteran of the Patrol, was appointed director of the Department of Public Safety. He was sworn in on May 30, 2001.



Capt. Charles R. Jackson

Trooper Casey A. Jadwin, Troop I, was selected DPS Employee of the Month for May 2001. The recognition was a result of Tpr. Jadwin's actions in saving the life of a two-year-old girl. The little girl had suffered a seizure, causing her tongue to block her airway. Her mother pulled off the interstate and was holding her lifeless daughter when Tpr. Jadwin came upon the scene. He took the child, laid her on the side of the road, and lifted her chin, allowing her to breathe on her own. Tpr. Jadwin was also selected State Employee of the Month (June 2001) for his actions that day.

The Patrol purchased 2001 Chevrolet Impalas. Each troop received at least one of the new Chevys to evaluate on the road. The Impalas are different from the Crown Victorias in that they are front-wheel drive and have a V-6 engine.

Colonel Weldon L. Wilhoit retired June 1, 2001.

Governor Bob Holden appointed Colonel Roger D. Stottlemire as 19th superintendent of the Patrol effective June 1, 2001. Previously, Col. Stottlemire was a major and the commander of Field Operations Bureau.

Troop H has a memorial in front of its headquarters honoring the two members from that troop who have made the ultimate sacrifice. The memorial is a cross bearing the names of both Cpl. Henry C. Bruns and Sgt. Robert G. Kimberling placed in a small, landscaped area. The American



Corporal Paul D. Kerperin, Troop F, is pictured with a 2001 Chevrolet Impala.



Col. Roger D. Stottlemeyer

Civil Liberties Union (A.C.L.U.) claimed the cross was a religious symbol and demanded it be removed. The community rallied support for the cross and the A.C.L.U. decided to drop the complaint.

Mr. William E. Marbaker was named assistant director of the Crime Laboratory Division on June 16, 2001. He is the first civilian in Patrol history to hold that position.

Cpl. D. Doug Alexander, Troop A, and Kansas City Chiefs' Donnie Edwards teamed up to create a public service announcement about the importance of wearing a seat belt. The PSA would run during the 2001 NFL season. In it, both men talk about "wrapping people up" in their respective professions. The National Highway Traffic Safety Administration (NHTSA), the Lee's Summit Fire Department, and ABC Tow joined the Patrol and the KC Chiefs Football Club to make this project happen.

DPS Director Charles R. Jackson presented a Meritorious Service Award to Trooper Neil R. Poynter, Troop I, in July 2001. The award stems from Tpr. Poynter's actions on February 10, 2001. Tpr. Poynter responded to a call indicating that a tractor-trailer was disabled on the eastbound off



Mr. William E. Marbaker

ramp of exit 163 on Interstate 44. While the driver placed warning triangles for oncoming traffic, Tpr. Poynter placed flares on the road. When they were alongside Tpr. Poynter's car, a pickup truck ran over the triangles and began skidding toward them. Tpr. Poynter pushed the driver of the tractor-trailer over the trunk of his patrol car and then jumped onto the trunk himself to avoid being struck by the pickup. Tpr. Poynter, after a short investigation, was able to identify, interview, and obtain a confession from the driver of the pickup truck that almost hit them.

Lieutenant Lee Ann Kenley attended the Federal Bureau of Investigation National Academy from July 1, 2001 through September 7, 2001. She is the first female member of the Patrol to do so.

Representatives from the Information Systems Division installed Internet access and electronic mail capabilities at each of the nine troop headquarters.

Jerome Mallett was executed on July 11, 2001. Mallett was convicted of the 1985 murder of Tpr. James Froemsdorf. Mallett's last words included an apology to the Froemsdorf family.

The last week of July, 80 troopers were assigned to the Hell's Angels detail in Branson. The notorious biker organization held a rally there that seemed to be better attended than previous rallies at the Lake of the Ozarks. It was estimated that more than 400 club members attended. Branson Police requested assistance from the Patrol and, afterward, acknowledged their gratitude for the Patrol's involvement in the week-long detail

On August 11, 2001, Trooper Kyle D. Wilmont, Troop E, responded to a call regarding a child in danger near Gate 1 of the Missouri State Fairgrounds in Sedalia. Upon his arrival, it became evident that this was indeed the case. The three-year-old child's mother was distraught and believed to be intoxicated. She was swinging the child toward traffic and refused to place her daughter into a nearby stroller as Tpr. Wilmont commanded. The woman turned and ran into a six-foot deep ditch filled with rocks. When Tpr. Wilmont attempted to detain her, she threw her child toward the rocks. Tpr. Wilmont was able to catch the child in his left arm while maintaining control of the mother. The woman then attempted to flee, forcing the officer to lose his balance. As they fell forward toward the rocky ground, Tpr. Wilmont held the child up into the air to prevent injury.

A passing motorist then offered to hold the frightened child, so Tpr. Wilmont could subdue the mother. The child was not injured due to Tpr. Wilmont's quick actions and control of the situation. The little girl was released later into the custody of family members. The mother was arrested for endangering the welfare of a child, assault on a law enforcement officer while in an intoxicated condition, and resisting arrest.

The Patrol, DEA, and USDOT cosponsored the 11th annual Commercial Vehicle Drug Interdiction, Intelligence, and Training Conference in St. Louis from August 27-31, 2001. This conference drew over 500 federal, state, and local law enforcement officers from the United States and Canada. Its purpose was to share information and to recognize the hard work of those in commercial motor vehicle enforcement.

Sergeant Hubert Looney, Troop C public information and education officer, retired September 1, 2001, after 24 years of service. He was the first African-American member of the Missouri State Highway Patrol to retire. Sgt. Looney was a member of the 46th Recruit Class. He said that though he is proud to be the first African-American to retire from the Patrol, he is even more proud that he can say he treated everyone fairly and kept his integrity intact throughout his career.

September 1, 2001, Major William K. Seibert Jr. was promoted to lieutenant colonel and became the



Sgt. Terry R. Moore, Troop D, talked with several of the bikers and had his picture taken with this Hell's Angel from Rhode Island.



Sgt. and Mrs. Hubert Looney

first African-American assistant superintendent in the Patrol's history. As assistant superintendent, Lt. Col. Seibert has direct supervisory responsibility for the Public Information and Education Division, the Professional Standards Division, and the Patrol's legal counsel. Lt. Col. Seibert was also the first African-American to be promoted to major (1997).

Also September 1, Captain Sandra K. Karsten was assigned division director of the Human Resources Division at General Headquarters. She is

the first female division director in the Patrol's history.

In response to the terrorist attacks September 11, 2001, in New York City and Washington, D.C., where hijacked commercial airplanes were flown into both of the World Trade Center towers and the Pentagon, the Patrol was placed on alert status. For security reasons, with the exception of the main entrance to each building, the doors were locked at General Headquarters and all nine troops. It is the first time the Waggoner building's rear and side entrances were locked during business hours. A security card system was installed shortly thereafter, enabling employees to enter the building through those locked entrances. The Patrol also added officers to its Organized Crime Unit within the Division of Drug and Crime Control. These additional officers will focus on gathering information about suspected terrorist activities in Missouri. Troopers also worked special security details at airports and state office buildings for several months after the attacks.

On September 17, 2001, Troop H hosted a ceremony to rename a portion of Interstate 29 in honor of fallen member Sergeant Robert G. Kimberling. Missouri Department of Transportation Assistant District Engineer Tom Alvers presented the new signs that are posted at the Frederick Avenue interchange and at the north junction of U.S. Highway 169.

The Division of Drug and Crime Control cosponsored a Clandestine Laboratory Investigation Association Conference in Kansas City, MO, with the Drug Enforcement Administration and Kansas Bureau of Investigation. This conference, held September 17-21, 2001, included over 300 law enforcement personnel from the United States, Canada, and Jamaica.

To celebrate the Patrol's 70th anniversary, Troop A Honor Guard acquired 1931 uniforms for its flag bearers. These uniforms were purchased using monetary donations from retirees and local businesses. The rifle escorts wear the present day uniform. In addition, the troop created a special or-



Lt. Col. William K. Seibert Jr.



Capt. Sandra K. Karsten



After the attacks of September 11, 2001, the Patrol upgraded building security by adding a card reader/building access system at the GHQ complex. Clerk Typist Alicia Hammen, Q/HRD, uses her access card to enter the Waggoner Building.

der governing procedures and protocol of this honor guard.

Missouri was one of 12 state police agencies to receive grant monies from the Department of Justice and Community Oriented Policing Services for the purchase of in-car video cameras. The Patrol received \$150,000, which allowed for the purchase of 40 cameras.

The Patrol joined the Missouri Department of Transportation, Missouri Division of Highway Safety, the Federal Highway Administration, and the American Association of State Highway and Transportation Officials to promote "Put the Brakes on Fatalities" Day on October 10, 2001. The ceremony at Missouri's Capitol coincided with one in Washington, D.C. "Put the Brakes on Fatalities" Day highlighted the importance of roadway safety through personal experiences and statistics.

The Patrol continued its drug interdiction efforts in 2001. Troopers made 156 arrests related to the seizure of 22,942 pounds of marijuana and 2,130 pounds of cocaine from Missouri's roadways. The Patrol seized 669 clandestine methamphetamine laboratories during the year, bringing the state total to over 2,000. Operation Cash Crop resulted in the destruction of 61.9 million marijuana plants in 2001.

The Patrol's Information Systems Division was instrumental in the procurement of Mobile Computing Devices in 2001. These devices were installed in approximately 163 patrol vehicles. Troopers used these devices along with the necessary communications equipment and related software to access MULES directly and create uniform complaint and summons, traffic crash reports, of-

ficer activity forms, and the criminal incident form on scene.

Troop A opened a new weigh station on Interstate 70 in Lafayette County on December 6, 2001. This facility replaced the old A-3 weigh station, which had been in service for approximately 35 years. The new, state-of-the-art weigh station will enhance the Patrol's ability to efficiently enforce commercial vehicle laws and federal regulations.

The Isle of Capri Casino opened in Boonville, MO, on December 6, 2001. This brought to 11 the number of casinos regulated by members of the Patrol Gaming Division.



Troop A's Honor Guard includes (l to r) Tpr. Russell W. Shaul, Tpr. D. Scott Nace, Cpl. Dale O. Jinkens, and Sgt. Bruce M. Johnson.



Pictured is the new A-3 scale house near Mayview, MO.

DPS Director Charles R. Jackson named Sergeant Elvin A. Seals, Q/GD, DPS Employee of the Month for January 2002. The recognition came following an investigation at then-Stations Casino (which later became Ameristar Casino) in St. Charles, MO. Sgt. Seals led the team that discovered approximately \$2.1 million had been stolen from the casino over a period of two years by an elaborate employee scheme. Ten suspects were identified and eight were arrested in March 2001.

President George W. Bush visited southwest Missouri on January 14, 2002. He arrived at Springfield/Branson Regional Airport en route to the MFA grain mill in Aurora, MO. Fifty-one troopers were assigned to the security detail, including the members of Troop D's SERT.

While investigating a three-vehicle crash, Trooper Kelly L. Poynter, 27, was struck and killed by another vehicle on January 18, 2002. The initial traffic crash involved a tractor-trailer unit and two cars, and was an injury crash. Tpr. Poynter and Corporal Clint E. Dill, Troop G, responded to the scene on U.S. Highway 63 two miles south of Houston, MO. While they were investigating the crash, a 2001 Dodge pickup truck approached the scene, failed to yield, and sideswiped Tpr. Poynter's patrol car. A tow truck driver and his son who were standing with Tpr. Poynter survived the incident. Tpr. Poynter is survived by his wife, Allison, and two young sons, Kaleb and Nathaniel.

The superintendent created an "executive officer" position on April 1. This uniformed member is available to assist the Missouri Legislature. Duties include providing information, tracking legislation affecting the operation of the Patrol, and keeping the superintendent informed about current political issues. Having an executive officer allows the superintendent to remain involved and informed, while at the same time giving him the ability to focus on his main priority of directing a large state agency. Lieutenant J. Brett Johnson was the first to fill the executive officer position.

DPS Director Charles R. Jackson honored Corporal Terry L. Mast, Troop D, naming him DPS Employee of the Month for April 2002. Cpl. Mast



Tpr. Kelly L. Poynter

Troop A's honor guard presented the colors at the opening session of the Missouri House of Representatives in January 2002.



developed a voucher program designed to help families in need obtain a child car seat. The program is a partnership between the Knights of Columbus and the Patrol. After a traffic stop, if a trooper feels that economic reasons prevented the family from owning a child car seat, the trooper may give the family a voucher. This voucher covers the cost of a car seat at the local Wal-Mart.

The Combined Ozarks Metropolitan Enforcement Team (C.O.M.E.T.) arrested over 70 people for their involvement in a Mexican drug trafficking organization that distributed multiple kilograms of



On February 8, 2002, a ribbon cutting ceremony and grand opening took place for the new scale house located on Interstate 55 near Steele in Troop E.

cocaine, methamphetamine, and heroin from California, Texas, and Guatemala. Members of the Patrol were instrumental in the 27-month investigation that resulted in the seizure of drugs exceeding \$300,000 in street value and 109 weapons.

The Safety Education Center celebrated 20 years in April 2002. The center continues to be a popular part of the legislative tour. Each year, over 12,000 visitors come to the SEC, many of them schoolchildren.

Automotive Technician III Bruce F. Brookshire was awarded a DPS Meritorious Service Award in March 2002. Brookshire was honored for developing and implementing a moneysaving safety program. The program ensures that every Patrol vehicle repaired following a crash is safe to drive before returning to the road.

Auto. Tech. Brookshire systematically inspects each vehicle when it is returned to ensure the repairs were done properly and in accordance with the repair agreement. The inspections are completed prior to payment being made. This program saves the Patrol money and time spent negotiating disagreements with repair shops.

The 79th Recruit Class graduated on April 20,

A tornado laid the Troop G tower down in 2002. No one was injured.

2002. Twenty new troopers were commissioned that day. Trooper Joe L. Armistead graduated in the class. His wife, Teri, is the daughter of Tpr. James Froemsdorf, who died in the line of duty in 1985.

A tornado ripped through the Troop G area on April 27, 2002. The Troop G Headquarters building was damaged, and its 325-foot communications tower was laid down in one piece in the direction of the tornado's path. The falling tower landed on a home, pickup, and a motorcycle, but didn't cause any injuries.

The Patrol honored 24 employees at the 12th Annual Awards Ceremony and MASTERS Banquet. This year, the Citation of Valor was awarded to four members. Sergeant Marc A. McCalister, Troop C, was honored for his actions during a vehicular pursuit. After the suspect's car crashed, he fired upon the approaching officers when told to show his hands. Sgt. McCalister returned fire, after which the suspect fell forward and was still. Sgt. McCalister's actions prevented the other officers and himself from being injured or killed.

Sergeant Todd A. Zacher, Troop H, and Corporal William S. Sims, Troop H, were honored for their brave actions regarding a traffic crash. A van traveled off the roadway and became submerged in a creek. Both troopers risked their lives in 60-degree water, making numerous dives, and fighting the swift current to free a child from the van. Tragically, the child did not survive.

Trooper Donald L. Doza, Troop F, was honored following his actions during a traffic stop. He responded to a call for assistance from Captain Wolfe of the Cooper County Sheriff's Department. When





Pictured is Conception Abbey in Conception, MO. The abbey was the site of a shooting in 2002.



Sgt. Sheldon A. Lyon, Troop H, walks with Nodaway County Sheriff Ben Espey (center) and Abbot Gregory Polan (right).

he arrived, he observed the subject retrieve a 9 mm handgun from under his seat and point it toward the window, where Capt. Wolfe would be standing. Tpr. Doza tapped on the passenger side of the vehicle and ordered the subject to drop the weapon. Capt. Wolfe returned to the vehicle and the officers subdued the subject after a struggle. Tpr. Doza's actions saved the life of Capt. Wolfe that day. Tpr. Doza was also named DPS Employee of the Month for July 2002, due to his actions during this incident.

On June 10, 2002, an armed man entered Conception Abbey in Conception, MO. He then proceeded to kill Father Philip Schuster and Brother Damian Larson, and wounded Father Kenneth Reichert and Father Norbert Schappler. The shooter, Lloyd Jeffress, then walked back into the

Basilica and took his own life. Troop H Headquarters received a call during the shooting and dispatched officers to the scene. The Maryville Department of Public Safety, Nodaway County Sheriff's Office, Troop A SERT, Troop A Major Crash Investigation Team, and DDCC investigators assisted.

Sergeant Jack R. McMullin, Troop D, stopped a vehicle for following another vehicle too closely. After speaking to the driver, Sgt. McMullin became suspicious and began asking questions. The driver's answers

and her nervousness led Sgt. McMullin to ask for and obtain permission to search the vehicle. The search yielded 3,998 bottles of Ketamine, a controlled narcotic. This is the largest seizure of its kind in Missouri and in the top 10 seizures in the United States.

Troop D SERT received paintball equipment for use in training from Brass Eagle Industries of Neosho.

During the 2002 legislative session, lawmakers made decisions that directly affected the Patrol. HB 1196 removed the Patrol's funding cap. HB 1270 and HB 2032 affected motor vehicles and traffic regulations. One item in the list: Drivers are required to reduce speed, proceed with caution, and change lanes on multiple-lane highways where possible when they approach stopped emergency vehicles with lights flashing. This bill is known as the "Move Over" bill.

Trooper Brian C. Logan, Troop H, attempted to stop a vehicle on June 2, 2002. The driver fled, but after a short pursuit, he was arrested. Tpr. Logan discovered two syringes full of methamphetamine, a loaded .357-caliber revolver, an M-11 assault handgun, night vision equipment, and other unmarked pills in the vehicle. Tpr. Logan's arrest gave the information needed to obtain a warrant. When the officers served the warrant, a fully functional methamphetamine laboratory was seized with more finished methamphetamine than any other lab seized this year.

On August 7, 2002, Troop D's helicopter, 98MP, crashed next to U.S. Highway 65 in Springfield, MO. The tail rotor fell off the aircraft shredding the left vertical stabilizer. The pilot, Sergeant David A. Callaway, and a passenger, Sergeant Matthew K. Funderburk, survived the crash. Both officers recovered and returned to duty.

Thirteen CVOs graduated on August 9, 2002 from the Academy. After an additional 12 weeks of on-the-job training with seasoned CVOs, they began working on their own.

The "Click It - Don't Risk It" campaign began. This joint effort between the Patrol and the Missouri Division of Highway Safety focused on increasing seat belt use.

The Missouri Statewide Police Intelligence Network (MoSPIN) was implemented. This web-based computer system allows the sharing of criminal intelligence information between authorized users in a secure environment. The Patrol's Division of Drug and Crime Control is the system's administrator.

Automatic Electronic Defibrillators (AEDs) used to provide an electronic shock to restart a victim's heart were donated to Troop D. Patrol officers were trained in their use and the AEDs were placed in patrol vehicles.

Legislation passed in 2002 honored Patrol's members who were killed in the line of duty by renaming highways in their honor. On August 31, 2002, a ceremony dedicated a portion of Missouri Route 72 in Madison County as Sgt. Randy V. Sullivan Memorial Highway. On October 24, 2002, the Tpr. Kelly L. Poynter Memorial Highway, a portion of U.S. Highway 63 south of Houston, MO, in Texas County, was dedicated. October 8, 2002, the Robert A. Guilliams Memorial Bridge at mile marker 16 on Interstate 55 in Pemiscot County was dedicated in a ceremony at the Hayti MoDOT shed. Tpr. James Froemsdorf Memorial Highway, located from mile marker 129 to mile marker 135 on Interstate 55 in Perry County, was dedicated in a ceremony on August 29, 2002.

Three new Blood Alcohol Testing (BAT) vans were introduced to members of the media at a press conference on November 4, 2002. These vans will enable the Patrol to schedule significantly more DWI checkpoints than in the past. The vans are the result of a federal grant.



Pilot Sgt. David A. Callaway and passenger Sgt. Matthew K. Funderburk survived this helicopter crash in 2002.

The Patrol marked 10 years of accreditation through the Commission on Accreditation for Law Enforcement Agencies (CALEA).

The 2002 public opinion survey report was released in October. The Patrol was given high marks by the public. The majority of respondents cited DWI enforcement as the most important duty of the Patrol. Respondents also labeled enforcing criminal laws, detecting and deterring the flow of illegal drugs, and enforcing laws related to aggressive driving as important.

After the 2001 Missouri State Fair in Sedalia, MO, the bleachers north of the grandstands were destroyed. The local Patrol zone office was also destroyed. With the assistance of Senator James Mathewson, Director of Agriculture Lowell Mohler, and Fair Director Mel Willard, a new zone office was built. The new office is behind one of the new "towers" at the gate to the fairgrounds. In addition to being the zone office, this new building hosts the driver examination station for Pettis County.

DPS Director Charles R. Jackson named Tpr. Al P. Nothum, Troop C, the DPS Employee of the Month for November 2002. The honor came as a result of a traffic stop in November 2001. Tpr. Nothum stopped a vehicle, and after a foot pursuit, arrested the driver. After a search of the vehicle, a methamphetamine laboratory was found along with a large amount of finished product. This arrest led to additional arrests and another methamphetamine laboratory.

Troop A SERT pooled its resources and created POST-certified training for its members in 2002.

A memorial pin was created as a sign of respect for employees to wear at funerals, memorial services, or occasions designated by the superintendent. The pin is gold and white with a black ribbon behind it. The pins were issued to all employees.



This memorial pin is worn at funerals, memorial services, and as designated by the colonel.

Governor Bob Holden publicly thanked Trooper Danielle E. Heil for handling an investigation for his office and commended her for a job well done. The investigation began in October 2002. Tpr. Heil was asked to investigate the Division of Family Services and foster care system in Greene County. Her findings were sent to a committee, which made recommendations regarding changes within the Division of Family Services based on Tpr. Heil's report.

Chief Telecommunications Training Engineer Robert L. Heald, Q/CommD, was named February 2003 DPS Employee of the Month. CTTE Heald was responsible for creating a training CD for officers to learn how to operate the mobile computing devices acquired by the Patrol. The CD also includes a resource directory and takes over 500 mouse clicks to complete.

The ALERT Missouri system was activated. The program was developed to inform the public of abductions in a timely manner. Alerts are initiated by Troop F Headquarters. This system is a partnership between Missouri government agencies, media outlets, and a few corporations. Eleven children were listed as missing using this system in 2003. All 11 children were recovered.

DE III Donna K. Woody was giving a road test when the applicant made a left turn from the wrong lane of a one-way street. As the applicant turned the corner, DE Woody noticed flashing red lights. They happened upon a scene where two police officers



CTTE Robert L. Heald, Q/CommD, was named February 2003 DPS Employee of the Month.



The ALERT Missouri system is used to make the media and public aware of child abductions in a timely manner.

had drawn their weapons and were aiming at two suspects. DE Woody used verbal judo, instructing her applicant to stop the vehicle and, "Get down!" Approximately 43 shots were fired and one suspect killed during the shooting. The applicant and DE Woody returned to the station after the incident.

Patrol employees were activated into branches of the U.S. military in 2003. Approximately 30 employees were sent to Iraq, Kosovo, and Kuwait.

The International Chiefs of Police (IACP) Division of State and Provincial Police recognized Corporal William S. Sims, Troop H. He was one of the finalists for the IACP's 2002 Trooper of the Year Award. The recognition came as a result of Cpl. Sims' attempts to save a young child from a van after it had run off the road and into a fast-moving creek.



A tractor-trailer unit intentionally drove over Tpr. Terry A. Gayer's vehicle. Fortunately, Tpr. Gayer was not injured.



Col. Roger D. Stottlemire (right) congratulates Senior Secretary Sherry L. Carter, Civilian of the Year, at the 2003 awards banquet. It is the first time this award was given.

On March 30, 2003, Troop I received a call about a truck driving erratically and attempting to run other motorists off the road. A pursuit ensued, where the driver of the tractor-trailer refused to stop and also tried to run a trooper off the road. A spike strip was placed on the roadway in an effort to stop the pursuit. The truck swerved into the median and struck a stationary, unoccupied patrol car head on. After driving completely over Trooper Terry A. Gayer's patrol car, the truck came to rest in the westbound lanes of Interstate 44. The driver was injured and thus transported to the hospital.

The 13th Annual Patrol Awards Ceremony and MASTERS Banquet honored 27 employees on May 10, 2003. Tpr. Kelly L. Poynter received the Memorial Award posthumously. Captain John T. Prine,

Troop D, was named Officer of the Year. Senior Secretary Sherry L. Carter, Troop C, was named Civilian of the Year.

The Patrol commissioned the 54 members of the 80th Recruit Class on May 3, 2003. The class began on October 20, 2002.

Trooper Michael L. Newton, 25, was killed in a traffic crash on May 22, 2003, on Interstate 70 at the 47-mile marker. Tpr. Newton had stopped a vehicle for a traffic violation. He and the driver of that vehicle were sitting in the patrol vehicle. A pickup pulling a flatbed, gooseneck trailer traveled onto the shoulder of I-70 and struck the patrol car. The impact caused the patrol car to burst into flames. Tpr. Newton was killed inside the car. Witnesses pulled the other man from the passenger window of the patrol car. Tpr. Newton is the 23rd member to make the ultimate sacrifice. He is survived by his wife, Shonnie, and two sons, Devon and Tyler. His father is Bldg. & Grnds. Maint. Sprv. Garry Newton, Troop I.

DPS Director Charles R. Jackson awarded Chief Telecommunications Engineer R. Lou Wehmer, Troop G, the DPS Meritorious Service Award in April 2003. The recognition came as a result of CTE Wehmer's resourcefulness and expertise in establishing temporary communication functions for Troop G in an emergency. In April 2002, a tornado destroyed Troop G's 325-foot communications tower. CTE Wehmer arranged for a temporary antenna on King Mountain, thus re-establishing com-



Tpr. Michael L. Newton

The Patrol's training tank is now two rooms—one for weight training and one for mat exercises.



munications to the entire Troop G area.

The 2003 Missouri Inspector Competition was held on May 14, 2003. Commercial Vehicle Officer II Travis Ellis, Troop A, won the Level 1 Vehicle Inspection and Level 3 Driver Inspection categories, which placed him as the first place “Overall Winner” of the competition. Commercial Vehicle Officer Supervisor Terry W. McCameron, Troop E, won the Hazardous Material and Cargo Tank Inspection category.

After 28 years in use, the Training Tank is no longer available at the Academy. The swimming pool was drained, 2” x 10” beams were placed across the pool every 12 inches, and 4’ by 8’ sheeting laid down. The result is a weight and mat room. The training tank’s pumping system was failing and the pipes inside the walls had deteriorated. The cost of correcting the problems was prohibitive. Therefore, the training tank was changed into a space for working out and a place for recruit classes to hold mat exercises. Future pool training will take place at a local school or the YMCA.

The Department of Public Safety named Sgt. Allan C. Heseman, Q/RDD, Employee of the Month for August 2003. Sgt. Heseman was honored for his work in creating an electronic accident form and his improving fingerprint card processing at the troop level.

The Division of Drug and Crime Control’s Technical Services Unit acquired a new robot. The Remotec, Model F6A, was purchased with Homeland Security monies through SEMA. The robot will allow bomb technicians to render bombs safe from a safe distance and without having to wear an 85-pound protective suit. Later in the year, DDCC ac-

quired a new bomb disposal truck. This truck is equipped with a weapons of mass destruction upgrade.

Nineteen commercial vehicle officers graduated in a ceremony on August 1, 2003. The fourth CVO Class attended 12 weeks of training at the Patrol Academy.

The Division of Drug and Crime Control marked its 20th anniversary. Formed in 1983 by the 82nd Missouri General Assembly's passing of Senate Bill 294, this division is the criminal investigation branch of the Patrol. Thirty-five officers, who were originally part of the Intelligence and Investigative Section, transferred into the new division. Today, 121 employees work in DDCC.

On Monday, September 15, 2003, two ceremonies were conducted dedicating two portions of U.S. Highway 71 as memorial highways. U.S. 71 through McDonald County was established as the Corporal Bobbie J. Harper Highway. U.S. 71 in Jasper County is now known as the Trooper Charles P. Corbin Memorial Highway.

On October 8, 2003, a portion of U.S. Highway 65 between Missouri Highway 265 and the Missouri-Arkansas state line was designated the Jimmie Linegar Memorial Highway.

On November 20, 2003, the Commission on Accreditation for Law Enforcement Agencies (CALEA) re-accredited the Missouri State Highway Patrol. CALEA is an independent, non-profit organization based in Fairfax, VA. The Patrol has maintained its status as an internationally accredited law enforcement agency since first attaining accreditation on November 21, 1992. This is the third re-assessment cycle the Patrol has completed successfully.

Five former superintendents drafted a letter to Governor Bob Holden and the leadership of the Missouri General Assembly. In the letter, retired Colonels Al R. Lubker, Howard J. Hoffman, C.E. (Mel) Fisher, Fred M. Mills, and Weldon L. Wilhoit expressed grave concern regarding pay disparity for members.

2004

Two recruit classes graduated from the Patrol's Law Enforcement Academy in 2004. The 25 troopers in the 81st Recruit Class were commissioned on January 10, 2004. The 82nd Recruit Class, with 24 troopers, was commissioned on July 23, 2004.

The Patrol continued hosting Community Alliance Programs throughout the state. In 2004,



This Romotec F6A robot allows technicians to render bombs safe from a distance.

Troops A, E, F, and H taught 61 civilians the Patrol's mission and purpose. The program allows the public to see how the Patrol serves and protects them. Hands-on experiences make the program interesting and enlightening.

A Missouri House of Representatives Resolution recognized CVO Sprv. Ron O. Abmeyer, CVO Sprv. Randy G. Cobb, CVO Larry E. Masterson, Trooper Jason N. Crites, Sergeant Reggie M. Walker, Sergeant Rick J. Sanders, and K-9 Ado, all of Troop E. These employees were recognized for their drug interdiction success at E-2 North weigh station. In a period of eight days beginning February 8, 2004, this group seized over 2,500 pounds of marijuana.

In March 2004, members of the Patrol, Christian County Sheriff's Department, Internal Revenue Service, and United States Postal Service executed a search warrant at a residence in Ozark, MO. Leads took investigators to Kansas, Illinois, Texas, California, and cities in Missouri. It was discovered four subjects were creating UPC labels and affixing them to items in stores. The new UPC label was substantially lower in price than the original UPC label. The subjects then sold their goods on eBay. Items purchased illegally included CD players, DVD recorders, computer monitors, sewing machines, etc. The criminals made \$400,000 during the scam, and targeted several large department stores over a year. The warrant led to the discovery of a large amount of electronics in a garage along with UPC label-making supplies. In November 2004, Sergeant Dan F. Nash, Q/DDCC, accepted a Department of Public Safety Meritorious Service Award for coordinating this case.

On May 8, 2004, the Patrol honored 26 employees at its annual awards ceremony and The MASTERS banquet. This year, the Memorial Award was presented to the family of Tpr. Michael L. Newton, Troop A, who was killed in a traffic crash on May 22, 2003. Valor awards were presented to Trooper Russell W. Shaul, Troop A, and Corporal Michael A. Turner, Troop F.

While off duty, Tpr. Shaul was jogging near Pertle Springs Lake in Warrensburg, MO. He entered the water, swam 50 to 100 feet and rescued a man who had fallen out of his fishing boat. He performed CPR and then asked a passerby to call for an ambulance. Tpr. Shaul then went back into the lake and retrieved the man's boat. The man fully recov-



Trooper Trois L. Harpster signs her Oath of Office after graduating with the 81st Recruit Class. The Honorable E. Richard Webber, U.S. District Court, Eastern District of Missouri, served as witness.

ered. In addition to receiving the Valor award, DPS Director Charles R. Jackson named Tpr. Shaul DPS Employee of the Month for February 2004.

Cpl. Turner was recognized for handling a threatening situation involving a suicidal man. Officers were sent to a rural area in Callaway County where an armed man challenged officers to shoot him. While deputies talked with the man, Cpl. Turner moved into a concealed position. When an opportune moment presented itself, Cpl. Turner rushed the subject and secured him in handcuffs after a brief struggle.

Also at the banquet, the Patrol recognized The MASTERS' 25th anniversary with a special video. In 1979, concerned citizens formed The MASTERS (Missouri State Troopers Emergency Relief Society) for the sole purpose of taking care of the families of troopers killed in the line of duty. The video saluted this charitable organization, and included taped messages from a number of spouses of troopers killed in the line of duty.

Mr. Arthur R. "Ray" Cushman, one of the original members of the Patrol, attended the banquet as a special guest of the Patrol. Mr. Cushman was one of four troopers who assisted Mrs. Alice Booth, after her husband was murdered in the line of duty. Sgt. Ben O. Booth was the first member of the Patrol who made the ultimate sacrifice. The four troopers each gave \$10 to Alice "so the children can have

Christmas". This was a considerable amount in 1933. Alice saved the money, thinking harder times were ahead. Fifty years later, her daughter, Owanna Booth Allen found the money with a note from the young troopers.

Troop G Motor Vehicle Inspection Division personnel recognized the Willow Springs School District's school bus fleet. The school district operates 20 school buses and has passed the annual inspection without a single, recordable defect for 10 consecutive years.

On May 22, 2004, Corporal John E. Christensen was traveling southbound on Interstate 29 near U.S. Highway 36 in Buchanan County. He witnessed a pickup traveling 97 mph in a 65 mph zone. When the suspect refused to stop, a pursuit began. Cpl. Christensen continued southbound into Platte County. At that point, Trooper Eric R. Kolb, Troop A, and Platte County Deputy Joshua Quimby joined in the pursuit. Near Platte City, at the 16 mile-marker, Sergeant Dale E. Knox, Troop A, deployed spikes. The driver attempted to strike Sgt. Knox, who was standing in the median. The vehicle hit the spikes, yet continued southbound with two deflated tires.

The pursuit continued to the Mexico City Avenue exit in Kansas City, MO, at times reaching speeds over 100 mph. Shortly after passing the exit, the driver hit his brakes, spun his vehicle clockwise, and came to a stop facing the oncoming patrol vehicle. The suspect exited his vehicle holding an assault rifle. Cpl. Christensen, Tpr. Kolb, and Deputy Quimby took cover and returned fire after the suspect began firing the assault rifle toward them. After firing the rifle, the suspect ran up a grassy embankment. At this time, Sgt. Knox and Corporal Kevin G. Haywood, Troop H, arrived at the scene. The officers instructed the suspect to drop his weapon and show his hands. The suspect ignored their commands, aimed his rifle, and began firing once again. The officers returned fire, striking the man. The suspect then lost consciousness. He died later at the Truman Medical Center. This shooting took place on a busy interstate highway near the Kansas City International Airport.

On June 24, 2004, Trooper Jeffrey L. White received a call from Troop F communications personnel regarding a report about a subject brandishing a weapon on Interstate 70 near Jonesburg, MO. Tpr. White then proceeded to a location just east of King-

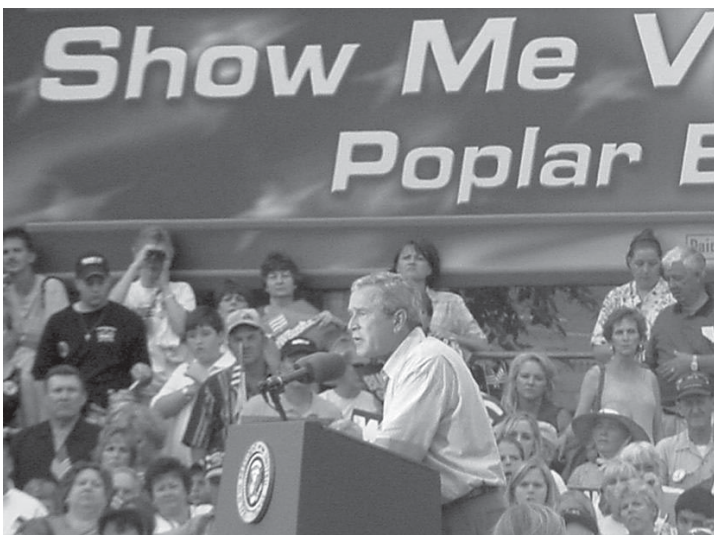


Mr. Arthur R. "Ray" Cushman (left) was a special guest at the Patrol's annual banquet. He stands with Col. Roger D. Stottlemyre.



Sgt. Bradley S. Lively

dom City, MO, to wait for the vehicle. After the vehicle passed his location, he turned on his lights and signaled the driver to stop. However, the driver failed to respond. Several miles later, the suspect vehicle exited the interstate at Kingdom City, and abruptly stopped a short distance up the exit ramp facing into the sun. Tpr. White stopped his patrol car and exited immediately, his service weapon drawn due to the na-



President George W. Bush speaks to a crowd while visiting Poplar Bluff, MO.

ture of the call. The driver stepped out of the vehicle holding a revolver. He cocked the weapon and pointed it directly at Tpr. White, who ordered him to drop the weapon. The driver disregarded the order. Instead, he raised his weapon and pointed it at Tpr. White while walking toward the officer. Using evasive tactics, Tpr. White backed around the rear of his patrol car for cover while firing at the suspect. The suspect was hit twice. Although Tpr. White rendered first aid, the suspect subsequently died. Later, it was determined the suspect was wanted for questioning in two homicides in Florida.

At approximately 10:07 a.m., June 14, 2004, Troop E Headquarters was notified of a single injury accident on Interstate 55 in Cape Girardeau County involving a trooper. Sergeant Bradley S. Lively was conducting a traffic stop when a second vehicle struck him. Public support of Sgt. Lively continues to be overwhelming. At the end of 2004, he still required rehabilitation five times per week, three hours a day. Sgt. Lively hopes to return to light duty in 2005.

Sergeant Miles S. Parks, Q/DDCC, accepted the DPS Employee of the Month award for June 2004. He was honored for his work as a criminal investigator within the Division of Drug and Crime Control. The nomination listed three specific investigations in which Sgt. Parks played a major role. He investigated the theft of money from the Hollister Police Department and obtained a confession from the chief of police for stealing \$6,700. Sgt. Parks and Trooper C. Tyler Moreland recovered

nearly one quarter of a million dollars worth of stolen heavy equipment. The third investigation involved Sgt. Parks identifying a burglary suspect and recovering thousands of dollars of stolen property.

CVO Sprv. Timothy W. Giesert, Troop C, and CVO Kenneth L. Shewey, Troop H, competed in the 2004 Missouri Inspector Competition in June 2004. Inspectors attending the competition attend training and then compete. The exercises include a written examination, personal interview, non-bulk hazardous material package inspection, and driver, cargo tank, and motorcoach inspections. CVO Sprv. Giesert earned an award in the category of "Hazardous Material and Cargo Tank Inspection". CVO Shewey earned the "Motorcoach Inspection" and "Second Place Overall Winner" awards.

President George W. Bush visited Poplar Bluff, MO, after two local residents circulated a petition asking him to do so. He spoke to an estimated crowd of 26,000 to 33,000. Troop E and local agencies assisted the U.S. Secret Service with security. No incidents were reported during the presidential visit.

The Patrol's command staff welcomed visitors from the Shandong Provincial Government in China. Executive Vice Mayor Li Tongdao and Director of the Economy Division of the Research Office Gou Chengfu were two members of a delegation of 20 high-ranking officials. The delegation visited various historic and government sites in an information exchange.

On August 20, 2004, the Patrol commissioned the 13 commercial vehicle officers in the fifth CVO School.

In 2004, the Patrol honored six of its fallen heroes with memorial markers.

- On September 3, 2004, a portion of U.S. Highway 67 in St. Francois County between Desloge, MO, and Bonne Terre, MO, was dedicated the Tpr. Jesse R. Jenkins Memorial Highway. (KOD October 14, 1969, see page 30.)
- On September 10, 2004, a portion of U.S. Highway 54 in Cole County became the Trooper Dennis H. Marriott Memorial Highway. (KOD June 13, 1981, see page 41.)

- On September 20, 2004, the Interstate 44 bridges over the Little Piney Creek were dedicated to the memory of Trooper Michael E. Newton. (KOD May 22, 2003, see page 108.)
- On October 15, 2004, a portion of U.S. Highway 60, east of Springfield, MO, was renamed the Trooper Russell Harper Memorial Highway. (KOD February 8, 1987, see page 50.)
- On October 26, 2004, the Trooper Wayne W. Allman Memorial Bridge was dedicated. (KOD October 27, 1955, see page 21.)
- On December 7, 2004, a memorial honoring Trooper Vic O. Dosing was placed near where Tpr. Dosing was murdered near Galloway, MO, now part of Springfield, MO. (KOD December 7, 1941, see page 11.)

DPS Director Charles R. Jackson honored Criminalist Michael J. “Mike” Baker with a DPS Meritorious Service award. Criminalist Baker was honored for independently learning about equipment in the Crime Laboratory in order to repair sensitive machines. His initiative and resourcefulness has saved the Patrol thousands of dollars.

On December 16, 2004, Division of Drug and Crime Control officers responded to assist Nodaway County Sheriff Ben Espy with a murder investigation. Bobbie Jo Stinnett had been murdered in her home. At the time, Stinnett was eight months pregnant, and her murderer had cut the baby from her womb. The Northwest Major Investigative Squad’s Initial Response Team was activated and the St. Joseph Police Department’s Crime Scene Team processed the murder scene.

Sergeant David L. Merrill was contacted and responded to the scene, where he noticed a computer and requested that its Internet history be checked. Corporal Jeffery M. Owen, a member of the Patrol assigned to the Heart of America Regional Computer Forensics Laboratory in Kansas City, MO, probed the computer and collected information. He discovered Stinnett ran a dog breeding business and tracked messages to a computer in Melvern, KS.



Sgt. Sheldon A. Lyon, Troop H, Nodaway County Sheriff Ben Espy, and Mr. Jeff Lanza, FBI spokesperson, address media at a news conference regarding the Stinnett murder investigation.

Soon after this discovery, an Amber Alert came in from a woman in Alabama. She told authorities a woman she knew in Kansas claimed to have just given birth, but the woman hadn’t been pregnant. Investigators joined agents from the Federal Bureau of Investigation and drove to the home of Lisa Montgomery. Montgomery produced a newborn baby girl and made incriminating statements in the following discussion with authorities. Montgomery was arrested and the baby girl returned to her family in good health. Her father named her Victoria Jo. This case gained the world’s attention.

Upon the November 2, 2004, election of Matt Blunt as Missouri’s 54th governor, the Governor’s Security Division immediately included the Blunt family as protectees. From Election Day until Inauguration Day, division members retained security responsibilities for Governor Bob Holden and his family.

Sergeant Richard J. Sanders was assigned the Patrol’s newest canine, Taz, in July 2004. They were assigned to Troop E, Poplar Bluff, MO.

2005

Fifty-three members of the Patrol provided security during the 2005 inauguration celebration of Governor Matt Blunt, the 54th governor of Missouri.



Members of the Patrol keep watch as Gov.-elect and Mrs. Matt Blunt walk down the Capitol steps prior to his oath of office.

The Department of Public Safety named Corporal Roger A. Sherman, Trooper John G. Huber, and Trooper Joseph E. Johnston, Troop H, DPS Employees of the Month for January 2005. The troopers were honored for their actions following an F-4 tornado in Daviess County. They assisted the injured and coordinated emergency personnel responding from five counties.

On February 14, 2005, the Traffic Arrest system/DWI Tracking System (TAS/DWITS) replaced the Traffic Arrest System/Alcohol and Drug Offense Records System (TAS/ADORS). DWITS is a Internet-based computerized database of alcohol-related driving offenses, which includes more information than ADORS. Files now record more detailed arrest information, prosecutorial actions, and court dispositions. DWITS is available statewide to authenticated criminal justice personnel and agencies.

Gov. Matt Blunt named Mr. Mark S. James director of the Department of Public Safety on March 7, 2005. Prior to his appointment, Mr. James was special agent-in-charge of the Kansas City Division of the U.S. Bureau of Alcohol, Tobacco, and Firearms. Mr. James is a former trooper with the Missouri State Highway Patrol, having served from 1978 to 1987.



Lt. Col. William K. Seibert, right, presents the Superintendent's Award to Tpr. Chad J. North of the 84th Recruit Class, December 2005.

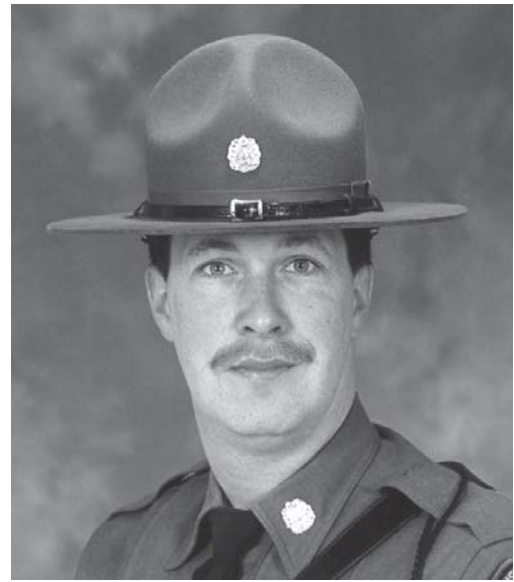
The National Center for Missing and Exploited Children presented awards to five officers from Missouri in Washington, D.C. on May 18, 2005. Sergeant David L. Merrill, and Corporal Jeffery M. Owen, Q/DDCC, were honored for their work on the Bobbie Jo Stinnett murder case in 2004. This case was also selected as the case of the year. Ceremonies were held at the Department of Justice, and in the Oval Office, with the U.S. Attorney General Alberto Gonzales and President George W. Bush present. Officers from the FBI, Nodaway County Sheriff's Department, and Maryville Public Safety were also part of the Missouri group.

The Patrol honored 17 employees at the annual awards banquet. Corporal Nicholas D. Berry, Troop B, accepted the Officer of the Year award. MVI Chief William P. Boyd III, Troop A, accepted the Civilian of the Year award.

On February 4, 2005, John Peter "J.P." Rosciglione was killed in a hit-and-run traffic crash. Sergeant Philip D. Hoffman and Trooper Eric F. Brown, both of Troop C, worked the crash and the investigation, which led to the arrest of the driver who left the scene. The Rosciglione family was very appreciative of Sgt. Hoffman's and Tpr. Brown's dedication and kindness during this difficult time. In memory of J.P., the family held a benefit in April. They raised \$10,000, which they donated to The



Sgt. Carl D. Graham Jr.



Cpl. John A. Sampietro Jr.



Tpr. Ralph C. Tatoian

MASTERS in honor of Sgt. Hoffman and Tpr. Brown.

Two recruit classes graduated from the Patrol's Law Enforcement Academy in 2005. The 37 troopers in the 83rd Recruit Class were commissioned on May 7, 2005. The 84th Recruit Class, with 20 members, was commissioned on December 3, 2005, bringing the total number of uniformed members to 1,037.

This year was especially painful for the Patrol family. Four members were killed in the line of duty.

At 5:18 p.m. on Sunday, March 20, 2005, Troop G Headquarters received a telephone call advising Sergeant Carl D. "Dewayne" Graham Jr., 37, had been found dead at his residence. Sgt. Graham was still in his uniform, lying on the ground near his patrol car. An autopsy would reveal he had been ambushed, shot by a rifle and a shotgun. An intense investigation led to the arrest of Lance Shockley on March 29, 2005. Shockley was charged with first-degree murder and armed criminal action.

Sgt. Graham is survived by his four-year-old son and his parents. Sgt. Graham is the 24th member of the Missouri State Highway Patrol to lose his life in the line of duty.

In the early morning hours of April 20, 2005, the Troop C SERT was called to assist in a manhunt in Franklin County. Trooper Ralph C. Tatoian, 32, was responding to this call via Interstate 44, when he came upon a minor traffic crash. Tpr. Tatoian, upon observing a passenger car blocking the left lane, changed lanes to avoid impact. He then moved back into the left lane, at which time he struck the rear of a stationary tractor-trailer, whose driver had stopped to assist the driver of the disabled vehicle. Both Tpr. Tatoian's vehicle and the trailer caught fire upon impact. Tpr. Tatoian died instantly.



Tpr. Donald K. Floyd

Tpr. Tatoian is survived by his wife, his three young children, and his parents. Tpr. Tatoian is the 25th member of the Patrol to make the ultimate sacrifice.

On August 17, 2005, Corporal John A. "Jay" Sampietro Jr., 36, was struck by a vehicle on Interstate 44 in Webster County, near Strafford, MO. He was taken to Cox South Hospital in Springfield, MO, where he succumbed to his injuries. At the time he was struck, Cpl. Sampietro was assisting the Patrol's Major Crash Investigation Team at the site of an earlier traffic crash.

Cpl. Sampietro left behind a wife and two young sons. At the time of his death, Cpl. Sampietro's wife was a radio operator for the Patrol at Troop D Headquarters. He is the 26th member of the Patrol to make the ultimate sacrifice while serving and protecting the citizens of Missouri.

Trooper Donald K. "Kevin" Floyd, 45, was struck by a vehicle on September 22, 2005, while working speed enforcement on U.S. Highway 60 in Texas County, approximately one mile east of Route MM. He was airlifted by helicopter to St. Johns Hospital in Springfield, MO, where he succumbed to his injuries. Tpr. Floyd had stopped an eastbound vehicle for a traffic violation. He had made contact with the driver of the vehicle and had turned to walk back to his Patrol vehicle when he was struck by a pickup truck.



Tpr. Brandon J. Brashear

Tpr. Floyd is survived by his wife, his 19-year-old son, and his 16-year-old daughter. He is the 27th member of the Patrol to make the ultimate sacrifice while serving and protecting the citizens of Missouri.

On May 28, 2005, Trooper Brandon J. Brashear notified Troop A that he was in pursuit of a white Chevrolet Monte Carlo on northbound Interstate 470, south of the Lakewood exit. He then advised the vehicle was slowing down and might be stopping. No other radio traffic was received. Approximately four minutes later, responding troopers found Tpr. Brashear lying in the grass on the east side of the northbound lanes of I-470 north of the Lakewood exit. He had been shot at least nine times, yet was able to provide officers with descriptions of the suspect and vehicle.

The suspect was arrested by Independence, MO, police officers at a pool hall in Independence, MO, less than an hour later. The suspect, Tommy Ray Rollins, admitted to shooting Tpr. Brashear. Rollins also told officers that at the time Tpr. Brashear stopped him, he was driving to the home of a former supervisor in Independence, with the intent to kill him. Tpr. Brashear experienced several surgeries and a rigorous physical therapy schedule. In October 2005, he returned to light duty at Troop A Headquarters.



Sgt. Mikel A. Cool, Troop A, designed the MCIU logo for the newly acquired trucks. The “center of gravity” symbol is part of the design.

Automotive Technician Sean D. Jacobs and Automotive Technician Wayne L. Fordham, both of Troop A, accepted the DPS Employee of the Month Award for July 2005. These gentlemen were honored for their initiative regarding the repair of patrol vehicles. Auto. Techs. Jacobs and Fordham perform many repairs themselves, thus saving the Patrol hundreds of dollars each year. They also inspect each repaired vehicle to insure proper workmanship by outside body shops.

The Patrol purchased eight 2005 Chevrolet 1500 pickup trucks, to be used by the Major Crash Investigation Unit (MCIU). They were put into service during the summer. The Patrol garage installed custom shelving by Roll-Out, a Kansas company.

Due to the devastation of Hurricane Katrina along the Gulf Coast, Missouri’s State Emergency Management Agency received a request for assistance from its counterpart in Mississippi. A detail of 56 personnel left Missouri on September 9, 2005. The convoy included enough supplies for the personnel to be self sufficient for the first 72 hours of the detail. The garage prepared troop trucks, maintenance trucks, all-terrain vehicles, and MVI trailers. The Supply

Division obtained bottled water, hand cleaner, sleeping bags, bug spray, MREs and snack items, first-aid supplies, heavy rubber gloves, chain saws, and backpacks for the detail. In addition to providing personnel, the Communications Division worked to prepare the Mobile Command Post with the necessary equipment and a satellite linkup to contact General Headquarters in Jefferson City. Members of the detail provided security; restricted access in areas where heavy equipment was attempting to



Members of the Katrina detail stayed in tents like this during their assignment in Biloxi, MS.

A briefing takes place before a shift in Biloxi, MS.



clear debris; assisted residents as they searched for what used to be their home and personal belongings; and assisted at Red Cross distribution centers. Members of the detail were greatly affected by the amount of devastation caused by Hurricane Katrina. The Patrol admirably served and protected citizens in the state of Mississippi. All employees returned to Missouri on September 17, 2005.

The last of the Patrol's original members, Mr. Arthur R. "Ray" Cushman died on September 20, 2005. Mr. Cushman served from October 1931 to February 1935.

Mr. Larry Rains, director of the Motor Equipment Division, accepted a Governor's Award for Quality and Productivity as a member of the Fleet Management Team. The team included employees from various state departments. The Fleet Management Team was formed to improve the efficiency of the state vehicle fleet. It accomplished a number of notable achievements, such as developing and implementing a comprehensive state vehicle policy; reducing commuting in state vehicles (74 percent); implementing a uniform fleet tracking system; establishing an accurate count of state owned vehicles; and eliminating underutilized state owned vehicles.

On Saturday, December 3, 2005, six members of the Missouri State Highway Patrol traveled to Cameron Parish, LA, which had been hit by Hurricane Rita. A local sheriff's office requested assistance due to the numerous thefts taking place on residential, commercial, and contractor properties. The sheriff's office supplied food, lodging, fuel, and "handie talkies" to the detail. Upon arrival, the sheriff held a "swearing-in" ceremony to validate the

Hurricane Rita destroyed everything in its path. This was once a church.



This fellow visited the Patrol's campsite each evening during their stay in Cameron Parish, LA.

troopers' law enforcement powers in the area. The officers worked 12-hour shifts patrolling the roads of the parish and providing security to the area. The detail lasted 18 days.

In July 2005, Sergeant Bradley S. Lively, Troop E, returned to light duty. His recuperation from being struck by a vehicle on June 14, 2004, included multiple surgeries and intense physical therapy. Sgt. Lively was released by doctors and returned to road duty in Zone 4, Cape Girardeau, in September 2005. (See Patrol History page 113.)



Troopers: Former and Present

The date following each officer's name is his service termination date. KOD indicates killed on duty and DWE, died while employed. An "R" after a date indicates a member who left the Patrol was reinstated. (List is current through 2/01/2006.)

ORIGINAL RECRUIT CLASS EMPLOYED OCTOBER 5, 1931

Austin, W.E. 5/01/33
Baxter, W.J. 10/01/47
Booth, B.O. 6/14/33, KOD
Bosch, C.F. 9/21/45
Brooks, H.G. 12/01/42
Burge, P.C. 5/10/37
Clark, E.P. 1/01/42
Corl, P.E. 10/31/65
Cox, R.I. 3/31/56
Cushman, A.R. 2/15/35
Dace, M. 8/23/44
Dosing, V.O. 12/07/41, KOD
Duncan, K.O. 1/28/54, DWE
Eslick, L.E. 3/17/42
Fowler, G.L. 5/01/32
French, S.S. 5/01/33
Geil, R.E. 2/01/32
George, H.L. 3/31/53
Graham, B.F. 3/17/46
Grammer, W.E. 10/31/65
Hagan, F.D. 9/23/44
Hansen, H.A. 1/12/47
Harrison, D.E. 6/30/67
Henderson, W.G. 7/15/41
Holt, H.H. 6/30/57
Howard, L.B. 9/30/57
Inman, P.M. 5/31/67
Kahler, G.B. 12/31/65
Keller, R.L. 9/30/55
Kinder, C.W. 11/27/38, DWE
Leigh, T.L. 8/01/41
Massie, N.H. 5/01/44
McCann, J.G. 5/10/61, DWE
Means, L.M. 1/10/37
Miller, C.O. 5/01/33
Minor, G.R. 7/31/58
Moore, R.E. 3/07/46
Newman, C.P. 4/20/37
Noonan, G.H. 5/01/33

Parker, C.M. 12/31/66
Pearson, C.E. 11/17/33
Poage, J.S. 8/07/47, DWE
Ramsey, W.J. 11/01/43
Reed, R.R. 5/31/42
Robinson, E.B. 6/18/44
Sayers, H.M. 5/26/40
Shaw, J.F. 8/16/45
Sheppard, A.D. 12/22/40
Snedaker, D.C. 1/01/40
Soraghan, J.T. 5/01/33
Turnbull, H.J. 5/31/50
Viets, O.L. 9/30/55
Wallis, O.L. 1/31/66
White, A.G. 4/22/54
Whitecotton, T.E. 11/30/65

EMPLOYED APRIL 4, 1932

Brigham, H.D. 10/31/61

EMPLOYED JUNE 13, 1932

Brown, E.C. 9/10/40
Kelso, V.C. 1/16/43
Pate, G.W. 10/31/66
Wells, H.H. 2/28/54
Wescott, C.M. 5/01/33

EMPLOYED JUNE 22, 1932

McClard, A.I. 10/09/61, DWE

EMPLOYED JUNE 23, 1932

Hutton, J.G. 6/30/35

EMPLOYED JUNE 27, 1932

Davis, E.L. 3/31/59

EMPLOYED AUGUST 24, 1932

Boschert, F.F. 5/01/33
Bried, R.G. 10/31/61
Ellis, L.G. 9/01/41
Henderson, R.O. 5/01/33
Koch, G.J. 9/01/40
Leek, A.F. 5/01/33
Little, P.R. 5/02/56
Oliver, C.R. 4/30/67
Tandy, J.A. 3/31/68
Wherritt, J.M. 12/01/46

2ND RECRUIT CLASS

EMPLOYED JULY 1, 1935

Bell, A.H. 6/30/56
Boisubain, V.P. 6/19/42
Bradley, E.A. 2/27/49, DWE
Burnum, E.B. 10/31/67
Curtis, O.B. 6/30/61
Dampf, E.F. 11/30/70
Eidson, R.N. 4/30/68

Ellis, J.D. 7/30/41
Graham, S.S. 11/19/42
Howerton, W.L. 2/23/40
Huston, C.W. 12/31/67
Inglis, G.B. 1/01/37
Johnson, K.K. 10/31/69
Judkins, J.F. 6/30/68
Kanan, O.H. 11/10/45
Lampley, G.W. 2/28/70
Montz, W.R. 7/31/71
McClure, L.F. 7/31/48
McIntyre, G.T. 9/15/47
Nall, F.M. 2/06/43
Patten, L.E. 6/30/51
Priess, H.E. 9/30/59
Rodecker, F.P. 2/15/57
Runkle, J.G. 10/31/70
Schuler, W.A. 10/01/44
Scott, P.W. 12/25/40
Sitter, C.T. 1/01/37
Sontheimer, G.D. 1/21/43
Sowers, P.H. 9/11/42
Stewart, B.B. 1/22/43
Taylor, T.R. 11/30/61
Tomlin, M.R. 9/30/66
Updegraff, P.H. 7/31/65
Wickham, F.O. 10/02/47
Wright, J.W. 11/04/47

EMPLOYED JUNE 26, 1936

Bryant, J.W. 10/31/43

3RD RECRUIT CLASS

EMPLOYED JULY 1, 1937

Alkire, G.H. 6/30/58
Anderson, T.W. 8/22/45
Ashwell, C.W. 6/01/47
Berglund, J.A. 12/31/70
Bidewell, C.B. 7/01/43
Brill, N.C. 10/31/59
Burks, R.T. 4/30/60
Chorn, J.D. 6/15/50
Collier, H.C. 3/11/46
Dennison, E.H. 8/31/72
Dix, R.F. 10/31/61
Estes, L.V. 7/31/40
Hall, D.C. 9/21/39
Hardy, P. 8/31/46
Herron, W.F. 3/31/50
Hockaday, E.I. 1/08/73
Hollmann, R.A. 7/31/68
Jacoby, C.L. 7/07/41
Jones, J.T. 11/30/44
Leslie, A.H. 10/31/69
Loy, T.H. 9/30/68
Moore, H.G. 3/31/48
Nichols, J.W. 11/06/42

Potts, C.E. 9/08/56, DWE
Reichmann, D.R. 9/25/63, DWE
Rumans, L.H. 5/24/41
Schaperkotter, H.H. 3/01/72
Shankle, W.L. 12/25/40
Smith, E.C. 4/30/68
Swartz, L.R. 2/01/73
Waggoner, H.H. 11/10/65, DWE
Walker, F.L. 12/03/41, KOD
Walker, R.E. L. 11/30/62
Watkins, J.F. 1/01/72
Wickham, H.F. 12/31/66
Wood, F.H. 6/30/67

EMPLOYED JANUARY 3, 1938

Barkley, E.E. 9/24/57, DWE

4TH RECRUIT CLASS

EMPLOYED OCTOBER 1, 1939

Abney, S.S. 1/27/65, DWE
Amos, G.H. 7/31/67
Arnold, C.F. 11/30/70
Asbury, M. 2/04/64, DWE
Barr, H.H. 2/01/72
Barton, W.S. 2/28/70
Bay, T. 2/22/47
Beard, I.E. 10/31/61
Bieber, K.P. 4/28/42
Bruner, H.P. 8/31/74
Butler, E.A. 7/31/67
Butler, R.E. 7/31/75
Collins, H.J. 8/24/42
Conn, R.W. 1/01/43
Fenix, G. 4/01/42
Ferguson, E.T. 10/31/72
Gehrig, D.S. 7/31/75
Gibson, H.S. 7/19/62, DWE
Greim, J.N. 7/13/45, KOD
Harris, C.E. 8/01/73
Holden, L.M. 12/20/40
Hutcherson, W.W. 3/01/43
Jenkins, R.B. 11/30/74
Jones, G.O. 12/30/40
Killgore, R.D. 10/31/69
Liley, O.S. 9/30/59
Magenot, F.K. 12/23/40
McClanahan, J.S. 12/31/72
Monroe, J.W. 5/09/41
Morris, J.R. 6/06/48
Neely, D.L. 8/31/68
Pasley, T.W. 4/01/72
Phipps, G.E. 2/01/73
Poore, L.E. 6/30/67
Pritchard, J.A. 5/16/74
Rick, J.A. 9/30/67
Roberts, M.B. 5/16/74
Robertson, B. 9/01/73
Schuppan, G.M. 7/02/47
Seeley, J.E. 4/30/68
Smith, H.M. 10/31/69

Smith, L.B. 3/31/47
Snyder, W. 10/01/73
Sobolewski, H.L. 2/15/64, DWE
Swingle, M.G. 7/10/64, DWE
Thuner, H.K. 9/17/42
Wadleigh, P.E. 7/01/44
Wallace, H.A. 7/15/59, DWE
Wells, R.H. 7/31/51
Whan, J.W. 6/30/71
Williams, J.F. 2/24/59

EMPLOYED JUNE 16, 1940

Boyland, R.F. 12/31/52
Wallis, W.L. 6/30/73

EMPLOYED JULY 20, 1940

Berry, R.L. 2/15/43

EMPLOYED AUGUST 8, 1940

Wade, L. 8/31/63

EMPLOYED OCTOBER 5, 1940

Taylor, M.E. 9/30/75
Walker, E.L. 1/31/71

EMPLOYED MAY 12, 1941

Maxey, V.E. 5/31/73

EMPLOYED JUNE 5, 1941

Bowen, D.A. 6/29/48, DWE

EMPLOYED SEPTEMBER 16, 1941

Arnold, D.E. 10/31/68

5TH RECRUIT CLASS

EMPLOYED DECEMBER 22, 1941

Barbour, J.H. 1/01/72
Burton, H.G. 3/04/43
Corbin, C.P. 9/15/43, KOD
Davis, R.E. 3/01/73
Dillard, R.E. Jr. 11/11/48
Downing, G.W. 9/30/70
Eader, N.L. 12/31/70
Keith, C.W. 1/01/73
Lindley, D. 6/30/70
McClure, M.F. 12/31/65
Montgomery, G.L. 8/31/71
Murphy, L.L. 12/31/72
Owen, W.H. 2/12/49
Petty, J.L. 1/01/77
Place, R.G. 7/31/75
Richmond, I.J. 7/01/43
Rohls, L.P. 5/16/74
Thompson, H.W. 10/01/44
Willoughby, J.W. 7/11/44

EMPLOYED APRIL 1, 1942

Maloney, W.J. 10/11/57

**6TH RECRUIT CLASS
EMPLOYED DECEMBER 14, 1942**

Amos, L.L. 1/18/58
Caldwell, R.C. 9/30/67
Carter, L.R. 4/29/69, DWE
Copenhagen, R.R. 6/03/44
Creach, R.S. 12/12/43, KOD
Davis, R.E. 10/01/44
Feco, L.A. 5/04/59
Gooch, R.T. 9/30/63
Hoevelmann, R.A. 11/30/77
Knight, G.R. 11/05/69, DWE
Schanbacher, J.S. 5/10/47
Shadwell, F.W. 2/01/73
Smith J.C. Jr. 11/30/76
Stohr, P.H. 10/31/69
Thurmond, G.W. 11/30/72
Tucker, C.W. 4/30/68
Wilson, W.E. 10/31/69
Wooderson, D.W. 2/01/45

EMPLOYED APRIL 1, 1943

Walker, J.A. 3/31/63

EMPLOYED APRIL 10, 1943

Arnold, G.V. 5/01/45

EMPLOYED JUNE 17, 1943

Barnes, F.E. 8/31/64

7TH RECRUIT CLASS

EMPLOYED AUGUST 9, 1943

Brummell, J.E. 7/31/61
Conyers, D.R. 10/31/74
Crow, J.N. 7/31/70
Eding, R.A. 10/06/67
Farmer, F.S. 4/24/52, DWE
Hanchey, J.G. 4/30/70
Hutchings, W.L. 9/30/75
Mueller, O.E. 9/01/46
Nash, E.V. 3/23/56
Tappmeyer, G.B. 8/31/72
Usher, R.L. 11/01/73
Walker, H. 10/31/72

EMPLOYED MAY 1, 1945

Ray, C.E. 10/31/79

8TH RECRUIT CLASS

EMPLOYED JULY 1, 1946

Allman, W.W. 10/27/55, KOD
Anderson, C.C. 10/31/51
Archambault, P.A. 2/01/53
Bair, H. 5/16/74
Brady, E.S. 12/31/51
Brooks, W.C. 4/01/77
Burnett, R.P. 9/01/81
Busch, J.B. P. 8/31/78
Closson, A.F. 6/30/79
Coble, V.V. 11/11/56
Crites, D.E. 5/16/74

Davis, J.R. 7/01/81
Dickey, R.A. 8/15/51
Dolan, W.A. 3/01/77
Dreher, R.W. 8/31/80
Dunn, C.K. 1/31/55
East, W.D. 9/01/76
Ellenberger, H.A. 10/31/79
Erickson, E.E. 6/01/81
Fenimore, H.M. 9/01/76
Ferguson, E.W. 9/01/74
Findley, F.A. 1/31/78
Griffin, J.B. Jr. 7/01/74
Hagan, N.R. Jr. 8/31/78
Hammerand, E.C. 11/30/75
Hancock, E.D. 9/01/81
Hightower, J.R. 6/30/79
Hocker, A.H. 2/01/73
Holman, L. Jr. 6/19/57
Howard, J. 8/01/77
Johnson, G.C. 1/01/81
Kinker J.A. 9/30/54
Laurie, R.M. 5/31/80
Mabe, W.A. 8/31/71
May, B.M. 10/31/53
McDaniel, R.O. 6/30/78
Means, G.V. 6/30/71
Millsap, D.E. 10/31/76
Mutert, L.F. 10/26/48
Nichols, R.D. 9/01/77
Rhodes, H.I. 5/31/65
Roam, F.H. 7/01/81
Schmitt, H.M. 5/31/80
Schroer, H.J. 7/31/77
Schuenemeyer, R.W. 8/31/53
Sheible, F.C. 1/01/72
Slevin, D.J. 7/01/82
Smith, D.F. 3/31/48
Smith, S.S. Jr. 1/10/77
Staggs, F.L. 8/31/77
Stephens, F.E. 7/31/79
Stock, J.H. 7/31/47
Swackhamer, R.E. 7/31/75
Thompson, L.E. 7/01/82
Upton, J.B. 7/31/75
Van Winkle, E.W. 6/30/80
Walker, D.L. 7/01/81
Watson, E.E. 1/31/48
Weir, W.W. 1/31/47
Wilson, G.M. 2/28/78
Wolff, A.L. 3/31/48
Wood, W.W. 12/31/79

EMPLOYED NOVEMBER 1, 1947

Kennison, R.R. 9/01/82
Lindsay, G.D. 8/29/53

EMPLOYED JANUARY 1, 1948

Mumford, W.E. 2/13/72, DWE

**9TH RECRUIT CLASS
EMPLOYED JUNE 1, 1948**

Brown, R.W. 2/28/78
Duncan, J.L. 1/01/77
Groff, H. 2/01/81
Hickman, J.M. 7/01/82
Hucke, C.J. 10/31/84
Huffman, J.E. 10/05/70, DWE
Meisburger, W.F. 11/09/57
Miller, K.E. 7/31/80
Murphy, J.L. 6/30/81
Randall, M.R. 7/31/51
Rouse, G.F. 4/30/51
Walker, D.A. 11/17/63, DWE
Watkins, Q.J. 7/08/59
Whitmer, A.S. 8/31/82

**10TH RECRUIT CLASS
EMPLOYED OCTOBER 18, 1948**

Cameron, T.D. 11/06/75
Scheperle, C.W. 4/03/51
Shipley, C. 8/11/58
Smith, W.L. 8/31/82

EMPLOYED OCTOBER 26, 1948

Cassidy, J.T. 6/30/82

**11TH RECRUIT CLASS
EMPLOYED OCTOBER 14, 1949**

Anderson, W.E. 1/18/62
Burgess, R.E. 4/30/66
Carey, F.R. 2/28/50
Crowder, W.A. 3/06/60
Englehart, J.L. 7/31/87
Felter, J.G. 3/31/51
Fischbeck, W.H. 2/28/79
Forrest, L.P. 7/01/82
Gates, A.J. 5/15/52
Gilliland, E.T. 8/31/74
Hagerty, R.L. 3/31/53
Hampton, C.W. 12/31/79
Hickey, O. 5/31/56
Holley, F.D. 12/31/51
Kiriakos, J.N. 5/14/80
McKee, V.P. 6/30/82
Moore, M.A. 12/31/81
Ohman, V.A. G. 10/15/52
Phillips, J.R. 8/31/86
Pohle, C.A. 3/01/86
Price, C.M. 4/30/85
Prudy, R.D. 3/15/59
Rennells, K.A. 7/19/62, DWE
Rhoades, J.C. 7/01/83
Rhoads, J.O. 3/09/62
Rider, R.M. 4/30/79
Schacher, V.G. 1/23/58
Shirley, J.E. 12/09/80
Stone, C.F. 8/31/86
Thompson, C.L. 3/18/52
Tinnin, N.E. 7/01/82
Volkmer, P.V. 9/01/87

Wilson, J.T. 5/24/52
Wright, E.E. 2/29/80

EMPLOYED SEPTEMBER 1, 1950

Bade, L.L. 3/31/61

EMPLOYED APRIL 1, 1951

Jefferson, L.D. 12/31/84

EMPLOYED SEPTEMBER 1, 1951

Sauve, V. 3/16/56

**12TH RECRUIT CLASS
EMPLOYED NOVEMBER 26,
1951**

Atkin, P.E. 7/31/52
Bowlin, R.V. 5/14/55
Cundiff, C.V. 5/01/86
Delcour, H.J. 1/31/89
Dellinger, H.G. 11/07/67
Fletcher, F.K. 5/31/87
Gregory, E.E. 10/31/78
Jones, F.A. 7/01/81
Kelsey, E.E. 6/30/85
Kerns, K.C. 1/31/80
Pitts, R.M. 8/31/87
Rathert, A.E. 11/14/56
Stone, R.H. 2/25/59

**13TH RECRUIT CLASS
EMPLOYED JUNE 16, 1952**

Andrus, T.R. 4/30/73
Armour, K.C. 3/31/58
Baker, C.J. 1/31/85
Beck, R.E. 9/21/77, DWE
Brennan, F.N. 2/01/81
Bryan, W.E. 12/10/60
Chiles, M.E. 7/31/55
Clark, R.C. 12/31/56
Colvin, J.W. 1/01/81
Cox, E.D. 8/26/60
Dickson, J.H. 6/01/81
Ferguson, T.H. 11/30/64
Grose, H.G. 3/31/89
Hudson, J.A. 2/28/85
Jones, G.G. 3/31/53
Jones, G.H. 9/14/52
King, R.N. 1/08/59
Lemons, W.E. 7/31/78
Link, K.M. 2/28/70
Little, J.H. 2/28/87
Logsdon, H.C. 11/30/62
Morton, B.C. 12/15/54
Murphy, L.E. 4/30/80
Naumann, P.J. 7/01/82
Norwood, G.L. 2/28/87
Oberhelman, W.W. 8/31/81
Ousley, D.W. 8/31/66
O'Dell, A.F. 6/30/79
Petrus, W.R. 2/29/88
Price, C.S. 9/15/56

Robinson, R.L. 11/30/84
Schepers, O.C. 10/31/84
Shaw, R.V. 11/01/76
Smith, L.E. 9/30/75
Threlkeld, R.R. 1/01/83
Turpin, D.R. 8/27/58
Vetter, A.A. 4/30/54
Walker, K.M. 6/30/80
Waters, J.C. 7/27/86
Young, B.F. 8/28/53

**14TH RECRUIT CLASS
EMPLOYED OCTOBER 4, 1953**

Allen, J.D. 5/04/54
Bibrey, R.P. 7/01/83
Blunt, W.O. 1/01/81
Brewster, D.C. 11/08/56
Cantrell, P.D. 6/11/59
Cassady, J.L. 8/01/83
Cumberland, G.R. 6/01/87
Elmore, E.D. 5/31/89
Endicott, C.S. 8/31/86
Gabriel, W.J. 1/05/61
Garrett, W.T. Jr. 10/31/56
Graham, W.D. 7/14/55
Green, E.D. 12/31/87
Hamilton, G.A. 9/01/81
James, D.A. 10/31/84
Little, W.R. 12/31/84
Maddox, C.C. 10/31/84
Maudlin, L.F. 4/09/60
Moore, P.A. 2/29/88
Moulton, R.H. 10/31/58
Perkins, R.E. 9/28/62
Roberts, L.R. 5/01/82
Rouse, J.J. 2/06/67
Scarce, W.D. 7/15/71, DWE
Selvey, D.E. 5/31/89
Selvey, R.A. 5/31/89
Smith, J.C. Jr. 6/30/57
Teare, R.L. 8/31/68
Whitehead, C.D. 8/31/86
Poindexter, T.V. 1/06/77, DWE

EMPLOYED JANUARY 1, 1954

Duncan, B.E. 4/30/61
Plumlee, B.P. 1/09/65, DWE
Rucker, L.C. 2/28/62
Weaver, R.V. 12/07/54

EMPLOYED JULY 1, 1954

Esther, A.E. 12/31/85
Kelems, J.B. 2/28/87
Mudd, R.H. 12/31/85
Neill, R.E. 5/25/61

EMPLOYED DECEMBER 13, 1954

Boschert, A.J. 8/31/88
Grazier, G.S. 3/31/90
Landes, L.F. 6/16/57
Reynolds, G.M. 5/31/60

**15TH RECRUIT CLASS
EMPLOYED SEPTEMBER 18,
1955**

Atkinson, J.M. 8/31/86
Bell, B.L. 1/31/61
Brown, H.L. 3/12/61
Buehler, D.P. 7/17/72
Boyd, O.R. 2/01/83
Christman, E.F. 2/01/89
Collins, P.W. 8/31/61
Copeland, N.W. 2/01/83
Danklef, J.W. 5/01/88
Davis, R.E. 11/11/59
Faber, J.E. 5/31/90
Green, S.L. 10/14/82
Hanchey, W.G. 10/12/61
Hoffman, H.J. 7/31/88
Hopkins, V. 6/30/87
Joos, R.A. 6/30/89
King, H.S. 11/19/59
Krumme, L.D. 8/31/88
Lawyer, L.L. 8/31/88
Lubker, A.R. 5/31/88
Merz, D.O. 6/08/56
Mobley, N.F. 7/31/80
Morris, B.F. 1/31/66
Norman, J.D. 9/30/65
Patrick, J.L. 4/01/73
Ponce, D.E. 4/22/57
Prenger, L.F. 7/31/86
Quinn, L.M. 7/31/66
Rodgers, D.E. 10/31/62
Schaefferkoetter, D.L. 5/31/66
Scheu, G.H. 3/21/80, DWE
Stockdell, R.E. 5/31/87
Teichman, J.R. 6/12/65
Thomas, D. 7/15/62
Webb, L.A. 8/31/87
Wheeler, B.E. 1/03/62
Wilson, C.W. Jr. 5/31/60
Wollard, S.A. 1/14/76, DWE
Wondel, J.K. 5/29/75, DWE
Wright, J.W. 6/30/89

**16TH RECRUIT CLASS
EMPLOYED SEPTEMBER 1, 1956**

Dallam, R.C. 8/31/87
Hampton, R.L. 12/31/87
Hodge, P.M. 4/30/66
Jansen, F.W. 12/31/78
Malenowsky, E.M. 9/30/86
Rousset, M.R. 8/31/87
Ryan, W.D. 8/31/88
Schmer, R.W. 9/22/89

**17TH RECRUIT CLASS
EMPLOYED MAY 25, 1958**

Bay, E.D. Jr. 11/09/59
Bergman, R.R. 7/31/94
Burton, J.A. 11/30/64
Carlson, C.K. 8/31/64

Carter, H.D. 6/19/62
Conyers, D.D. 4/30/60
DeSalme, J.D. 8/31/88
Divine, R.B. 8/31/86
Doney, R.E. 8/31/89
Ford, T.M. 7/17/66
Henley, C.H. 3/31/89
Hollingsworth, W.J. 7/31/90
Hopkins, J.E. 4/26/65
Hurst, R.A. 12/31/86
Koontz, R.G. 9/29/83
Larson, R.B. 12/21/58
LePage, J.F. 5/23/73
Luker, J.M. 8/31/88
Mahurin, R.S. 8/15/60
Massman, F.B. 12/31/63
Matthews, J.G. 6/14/86
Matthews, R.D. 8/31/89
McMullen, W.D. 10/31/64
Meyer, C.L. 3/31/92
Miller, R.F. 8/31/88
Morgan, J.O. 6/30/86
O'Connor, J.D. 7/20/69
Owens, R.L. 8/31/69
Patchen, B.F. Jr. 8/31/86
Prenger, W.J. 5/31/90
Price, R.R. 8/31/89
Radford, R.D. 8/31/88
Rumping, W.A. 10/31/63
Schrader, R.F. 2/15/59
Schwartz, G.R. 8/31/92
Smith, B.D. 10/22/91
Stout, T.W. Jr. 8/16/62
Welch, E. 9/01/81
Williams, H.L. 8/31/86
Winters, G.W. 5/01/87

**18TH RECRUIT CLASS
EMPLOYED AUGUST 3, 1958**

Anderson, W.L. 5/07/60
Bader, D.H. 2/31/62
Belshe, L.D. 8/31/94
Brower, B.H. 6/19/72
Byers, J.B. 8/31/87
Copenhagen, R.W. 6/30/65
Crutchfield, A.J. 8/31/85
Curry, W.K. 8/08/60
Davis, B.D. 1/15/77, DWE
Edwards, M.J. 4/04/60
Essling, H.W. 1/23/61
Evans, T.J. 12/26/62
Fisher, C.E. 8/31/93
Gomel, V.E. 9/18/62
Hale, W.G. 8/31/93
Hall, H.M. 1/31/88
Herbert, R.E. 8/31/89
Jones, P.H. 12/31/91
Kerrick, K.E. 9/30/87
Key, J.D. 3/13/60
Kluner, R.E. Jr. 8/31/90
Laffoon, J.L. 8/31/88

Lorch, M.H. 11/30/64
Mackey, B.J. 4/26/67
Medley, D.J. 3/31/89
Mouser, R.G. 8/31/90
Moyers, M.E. 7/31/86
Munsell, H.M. 8/31/88
Murphy, W.A. 3/31/89
Noyes, J.R. 1/31/89
Payne, G.F. 8/31/86
Plymell, R.G. 6/01/96
Reppell, C.L. Jr. 8/31/80
Rimer, J.W. 6/16/68
Tubbesing, L.R. 7/14/80
Williams, B.L. 6/30/90
Williams, G.K. 6/25/66
Wilmoth, D.D. 3/31/66
Yates, E.W. 8/31/89

**19TH RECRUIT CLASS
EMPLOYED OCTOBER 12, 1958**

Alexander, B.L. 7/21/62
Anderson, R.E. 10/31/90
Battmer, H.W. 8/31/90
Bench, W.V. 3/31/65
Blake, J.R. 6/10/65
Brewer, E.A. 3/31/65
Calhoun, J.L. 4/30/87
Carnes, W.K. 5/03/68
Carrington, E.W. 1/17/61
Carroll, M.C. 8/31/88
Dunlap, W.E. 3/31/89
Davis, G.E. 12/11/62
DeFreece, R.R. 6/06/72
Decker, J.L. 5/24/66
Ellis, D.R. 6/16/67
Enderle, L.O. 4/30/91
Fluegel, R.A. 8/31/90
Hagan, R.J. 3/31/92
Hale, A.K. 1/16/69
Hart, J.L. 6/25/66
Hart, J.L. 10/31/66
Haver, W.P. 11/30/90
Keller, G.E. 3/31/89
Kincaid, C.E. 4/30/90
Kling, F.C. 7/31/89
Lancaster, K.L. 9/30/89
Lasswell, D.L. 8/31/91
Lenzini, R.L. 8/3/91
McCue, J.J. 1/15/67
Mills, A.E. 8/31/88
Montgomery, E.L. 7/31/67
Mosher, R.E. 12/31/59
Neeley, R.L. 5/01/86
North, R.A. 8/31/93
Palmer, W.M. 8/31/90
Peacock, J.C. 12/07/61
Reynolds, V.L. 8/31/91
Russell, M.B. 8/31/88
Southwick, W.T. 6/03/67
Thomas, W.H. 4/30/60
Thompson, J.R. 4/26/62

Viessman, A.J. 11/30/89
Walker, J.L. 8/31/89
Whitener, B.G. 5/31/91
Wood, R.T. 7/31/89

**20TH RECRUIT CLASS
EMPLOYED JULY 13, 1959**

Ashurst, R.E. 7/31/92
Barks, J.O. 10/14/70
Brookshier, J.W. 3/31/63
Buesing, M.D. 11/06/78
Cummings, J.M. 8/31/90
Hurth, R.D. 1/31/63
Meyer, L.L. 8/31/94
Meyer, R.E. 5/31/87
Stowe, J.L. 4/30/93
Thompson, P.A. 4/15/64
Wheeler, J.V. 4/05/89
Zey, C.A. 5/15/65

**EMPLOYED JANUARY 1 1960
Elliott, W.E. 10/31/61**

**21ST RECRUIT CLASS
EMPLOYED FEBRUARY 1, 1960**

Bacon, J.C. 8/31/91
Cargill, D.J. 8/31/93
Stephens, H.L. 8/31/89

**22ND RECRUIT CLASS
EMPLOYED JULY 3, 1960**

Conard, V.L. 8/31/91
Coy, L.D. 3/01/95
Dalton, M.G. 4/30/71
Happy, J.M. 3/29/78
Lasater, J.D. 8/31/92
Lenzini, J.E. 7/31/63
Miller, J.F. 12/31/66
Morris, R.L. 3/31/91
Peters, C.A. 12/31/61
Pohle, C.H. 12/31/92
Suthers, M.L. R. 3/15/66
Taylor, J.N. 2/15/67
York, N.W. 5/15/66
Walker, L.R. 8/31/91
Willenbrink, J.L. 7/31/87

**23RD RECRUIT CLASS
EMPLOYED JULY 2, 1961**

Beersman, L.D. 8/21/69
Calhoun, G.L. 5/31/90
Coder, W.B. 2/28/69
Dillon, J.W. 8/31/90
Groves, G.O. 2/28/90
Long, L.D. 8/31/94
Love, F.W. 9/30/62
Niederschulte, R.A. 2/04/70
Rapert, B.L. 8/31/91
Rumping, R.J. 5/31/64
Statzel, C.E. 2/28/86

Whitener, G.E. 8/31/93
Wilson, R.Y. 8/31/94

**24TH RECRUIT CLASS
EMPLOYED OCTOBER 15, 1961**

Beal, R.L. 3/31/93
Beard, R.T. 3/31/69
Beersman, J.M. 3/07/63
Belshe, W.D. 4/20/70
Bolli, D.J. 10/31/72
Bruce, R.W. 5/06/68
Clark, M.H. 9/01/97
Davis, S.T. 3/31/92
Doughty, D.E. 9/30/84
Fitzgerald, A.A. 8/31/94
Foss, R.G. 8/31/94
Fredrickson, B.A. 3/31/81
Hall, M.E. 9/30/66
Hemphill, T.R. 3/31/89
Hoffman, T.W. 8/31/94
Keefer, B.J. 5/28/65
Kernick, O.E. III 8/31/91
Kroenung, S.T. 5/06/63
Leonardo, J.A. 3/31/91
MacLachlan, J.W. 8/12/67
Perkins, J.C. 4/15/67
Pyle, K.E. 4/17/67
Ruffel, J.T. 9/17/81
Schneider, D.L. 4/15/67
Shelton, D.R. 8/31/95
Stobbs, L.R. 8/31/92
Strayhorn, L.L. 9/13/70
Townsend, W.H. Jr. 4/30/67
Turner, W.J. 2/28/94

**25TH RECRUIT CLASS
EMPLOYED APRIL 1, 1962**

Allinson, B.G. 8/31/92
Armfield, O.A. 11/17/83
Aytes, W.E. 8/31/91
Barnett, M.R. 10/31/93
Baucom, W.L. 2/28/94
Burkhalter, V.M. 3/31/69
Collings, G.D. 7/08/75
Cook, D.L. 8/31/94
Cooper, L.D. 8/31/92
Curtright, L.F. 4/02/70
Darnell, W.B. 5/31/94
East, S.E. 8/31/93
Funk, H.L. 10/12/73
Garrett, M.C. 3/31/91
Gilmore, J.C. 8/01/95
Hoffmann, H.J. 1/31/92
Jones, R.F. 1/31/68
Lewis, D.D. 2/28/89
Liedorff, R.L. 2/10/68
Mason, M.D. 8/31/94
Mitchell, G.W. 8/20/71
Patterson, W.H. 1/31/94
Phillips, S.T. 7/10/70
Shelton, H.D. 8/31/94

Short, R.L. 7/04/68
Smith, G.C. 3/31/94
Smith, G.W. 8/22/66
Southwick, B.E. Jr. 4/13/68
Stratton, R.D. 4/01/95
Temmen, J.R. 3/31/92
Terhune, D.M. 7/31/68
Terrell, R.N. 8/31/94
Thompson, H.L. 9/11/65
Warren, D.P. 6/20/68
Wherley, R.E. 4/14/69
Wilcox, W.R. 8/31/95
Wilson, J.H. Jr. 9/01/96

**26TH RECRUIT CLASS
EMPLOYED JANUARY 13, 1963**

Adams, B.J. 7/31/93
Anderson, J.D. 11/30/68
Carver, C.F. 8/31/93
Cooper, T.D. 6/30/65
Cooper, W.P. 4/14/67
Hamilton, B.A. 7/31/93
Harness, R.L. 9/30/68
Loring, D.B. 8/31/94
Patterson, J.A. 8/12/70
Reichman, K.E. 6/30/90
Robinett, R.W. 5/01/96
Starbuck, J.D. 7/31/91
Stephens, W.D. 8/31/90
Stufflebean, R.L. 8/31/92
Weaver, J. E.II 6/01/72
Wells, D.L. 6/30/94

**27TH RECRUIT CLASS
EMPLOYED JUNE 1, 1964**

Belt, A. Jr. 8/31/94
Biele, R.G. 9/01/96
Conrad, E. 4/30/69
Crafton, H.E. 8/31/90
Cumins, C.W. 2/01/95
Growney, P.L. 1/31/68
Hall, J.D. 7/01/97
Keller, R.P. 8/31/95
Price, P.L. 9/13/68
Siebert, T.L. 8/31/90
Soperla, L.T. 6/05/68
Ullery, L.G. 8/31/91
Weaver, M.E. 7/31/94
Wilson, D.L. 3/31/91

EMPLOYED SEPTEMBER 1, 1964
Campbell, H.A. 2/28/91

**28TH RECRUIT CLASS
EMPLOYED AUGUST 1, 1965**

Bogart, W.V. 8/18/67
Bounds, L.L. 4/30/92
Cole, V.A. 8/31/93
Eddleman, R.P. 5/01/95
Eidson, J.D. 6/30/67
Elder, H.L. 8/31/95

Ford, J.H. 5/01/2001
Gebhardt, H.L. 6/30/78
Greer, J.M. 9/08/68
Little, R.G. 6/30/92
Marshall, H.E. 12/29/76
Raines, G.W. 10/31/67
Renner, R.L. 7/01/95
Sartor, J.W. 7/31/91
Schmitt, M.O. 1/01/2002
Schneider, W.W. 4/01/96
Sisk, H.E. 9/30/90
Turner, C.B. 6/01/96
Vitt, L.A. 8/31/94

**29TH RECRUIT CLASS
EMPLOYED OCTOBER 15, 1965**

Ancell, D.W. 8/31/94
Beam, R.G. 8/31/67
Bradshaw, L.J. 9/01/96
Brooks, J.R. 7/01/98
Bruning, L.B. 11/09/84
Buettner, L.R. 1/08/69
Canter, V.S. 8/13/66
Collier, A.G. 7/11/79
Cox, L.E. 2/01/97
Dawson, B.A. 4/24/74
Eckhoff, D.L. 1/01/95
Goetz, L.J. 9/01/98
Gordon, J.S. 9/01/96
Grissom, N.R. 7/19/74
Harper, B.J. 2/01/95
Hinton, B.R. 8/31/94
Hubbard, D.C. 12/31/93
Jones, F.R. 12/31/73
Lehmann, T.F. 9/01/96
LePage, D.D. 9/01/87
Lipp, D.W. 9/01/94
Lugenbell, H.E. 3/31/93
Mallery, R.A. 5/01/99
Martin, T.H. 7/01/98
McPherson, D.E. 8/23/74
Meade, D.O. 7/01/99
Meinhardt, R.W. 7/15/67
Monahan, W.P. 8/31/94
Moreland, J.N. 9/01/97
Phipps, J.D. 6/01/97
Primm, D.J. 6/01/95
Pulliam, J.E. 10/26/77
Schaumburg, R. 12/11/68
Schmitz, D.A. 8/31/94
Swartz, D.R. 6/17/85
Walters, J.E. 2/01/99
Watson, J.G. 4/01/2000
Weyer, L.D. 4/28/92
Wyatt, J.D. 1/01/2002
Zorsch, G.M. 7/01/95

**30TH RECRUIT CLASS
EMPLOYED JANUARY 3, 1966**

Ahrens, K.H. 12/31/68
Anderson, L.S. 6/01/97

Barnes, C.L. 8/31/93
Beck, R.L. 9/01/97
Burger, T.E. 8/31/95
Burnett, J.E. 9/01/2003
Casady, T.J. 7/01/96
Clarke, T.L. 8/31/94
Corbin, G.P. 8/31/94
Coy, W.N. 2/29/72
Dougan, D.F. 3/19/70
Farless, W.E. 9/13/68
Goddard, N.L. 4/30/67
Jackson, J.B. 8/31/71
Jones, E.H. 7/31/94
Keck, R.C. 10/14/93
Mayfield, R.W. 5/17/66
Moore, J.F. 4/01/95
Moreland, A.E. 8/31/90
Morris, S.E. 2/28/71
Page, R.L. 12/31/67
Paneitz, C.E. 9/10/69
Price, G.C. 1/31/75
Pyle, G.R. 8/16/71
Ramsey, J.R. 4/30/72
Roberts J.T. 1/12/92
Springs, E.D. 8/01/96
Suroff, F. 9/01/96
Thomas, B.F. 12/19/70
Trotter, R.L. 3/01/95
Turley, J.E. 6/01/96
Walker, C.E. 8/31/94
Wilson, G.E. 8/31/94
Wilson, L.G. 3/01/2000
Zoellner, T.L. 8/31/94

**31ST RECRUIT CLASS
EMPLOYED JULY 1, 1966**

Bailey, A.A. 8/31/94
Bess, R.L. 3/01/2000
Boillot, J.F. 9/01/97
Carter, J.L. 8/31/94
Dark, R.I. 1/12/69
Drunert, L.G. 9/01/98
Emmerson, C.R. 1/01/2002
Fahrenbruch, G.R. 5/23/79
Frazier, D.R. 4/16/69
Freeman, W.A. 2/13/70
Grier, J.B. 12/19/67
Haslag, L.F. 8/17/68
Hilker, J.H. 12/01/96
Hodge, L.W. 6/30/94
Hoelker, K.G. 11/01/94
Jones, R.W. 8/31/92
Klug, J.D. 9/01/96
Lee, L.F. 2/09/86
Liebig, L.G. 8/31/94
Mays, J.D. 6/01/95
McCoy, J.C. 1/01/2000
Mertens, P.J. 9/01/98
Mooneyhan, J.R. 8/31/94
Morgan, E.H. 4/01/2001
Morrison, J.D. 5/06/78

Oberweather, H.L. 7/01/97
O'Dell, J.L. 2/26/73
Paul, G.W. 7/01/97
Perkins, J.L. 12/31/92
Pieper, C.H. 9/01/98
Remick, J.R. 7/01/98
Reynolds, D.P. 11/01/95
Sample, L.R. 11/15/69
Schure, R.D. 7/01/99
Smith, J.D. 8/31/94
Stratman, A.L. 3/01/2000
Stuart, R.D. 8/31/92
Swon, K.E. 9/01/99
Thomas, H.F. 5/01/97
Thompson, J.L. 9/30/74
Vaughn, G.T. 6/01/98
Walker, J.A. 7/01/2000
Watson, C.D. 9/01/99
Wilson, R.T. 6/30/70

**32ND RECRUIT CLASS
EMPLOYED OCTOBER 1, 1966**

Bell, W.L. 8/01/99
Buschjost, L.L. 2/01/99
Crawford, J.D. 7/01/2001
Davis, D.E. 7/01/96
Duckworth, M.E. 12/01/94
Earnest, L.M. 11/30/70
Gaines, J.F. 5/31/90
Goodin, B.F. 8/31/94
Groves, D.A. 9/01/96
Kaden, N.G. 3/01/99
King, R.W. 8/16/71
Lee, J.C. Jr. 8/01/2000
Manning, J.D. 10/14/66
Mason, G.B. 8/31/94
McGhee, M.H. 6/14/71
Myers, D.D. 2/29/92
Rowe, J.E. 1/19/78
Smith, G.E. 6/01/67
Wiedemann, R.P. 3/01/2000
Young, D.F. 8/31/91

**33RD RECRUIT CLASS
EMPLOYED JUNE 1, 1967**

Andrews, J.R. 11/02/78
Berry, C.E. 6/01/97
Boyle, K.C. 1/31/94
Brant, R.E. 8/31/94
Burkhead, F.W. Jr. 9/27/96, DWE
Christensen, J.E. 6/01/98
Cook, D.J. 7/31/94
Corl, P.E. Jr. 3/31/93
Corsentino, J.P. 6/01/96
DeArman, G.L. 9/01/2003
Gabelsberger, E.R. 9/05/67
Herndon, D.R. 5/01/95
Hurst, J.E. 9/05/68
Kemp, R.D. 10/31/68
Legg, R.E. Jr. 1/01/99
Liley, J.K. 8/31/94

Mathews, L.C. 5/31/93
McKay, G.W. 2/29/68
Mills, F.M. 9/01/97
Parker, T.W. 9/01/97
Pender, G.W. 3/01/00
Petrus, W.G. 12/01/94
Petty, J.D. 4/06/92
Philpott, J.R. Jr. 6/21/76
Raw, R.L. 8/31/94
Richardson, D.E. 11/01/96
Rudder, R.E. 5/31/94
Schroder, E.W. Jr. 8/01/97
Scott, D.E. 7/31/75
Shelton, J.A. 12/31/75
Sims, G.T. 6/01/97
Sisk, C.R. 7/01/98
Smith, B.K. 9/01/96
Stegen, S.G. 10/31/75
Storie, D.W. 11/01/98
Strumpf, R.F. 8/09/78
Tandy, W.R. 2/09/82
Townsend, O.L. 2/28/94
Wayman, W.M. 4/30/72
Welsh, G. Jr. 7/10/70

**34TH RECRUIT CLASS
EMPLOYED OCTOBER 1, 1967**

Bacon, J.E. 8/31/93
Barnhill, J.E. Jr. 9/03/70
Berry, R.T. 8/01/97
Boehm, T.P. 5/28/81
Campbell, R.H. Jr. 11/03/88
Coulson, L.D. 9/01/97
Edson, S.D. 6/16/70
Gardner, W.H. 2/15/91
Gordon, M.L. 7/01/97
Graham, W.D. 10/18/79
Haymes, R.L. 6/01/2003
Howell, K.R. 10/01/95
Hurter, E.L. II 2/06/70
Jenkins, J.R. 10/14/69, KOD
Jones, J.W. 9/01/96
LaForce, M.W. 9/14/71
Lankau, E.H. 2/01/2002
Lea, W.G. 1/08/76
McCutchen, E.G. 2/28/94
McMillen, J.A. 6/01/2002
McSwain, H.W. 9/07/71
Martin, R.G. 5/01/96
Martin, V.C. Jr. 7/08/77, DWE
Mitchell, G.L. 3/11/89
Moss, C.C. 1/31/77
Nicola, R.W. 6/06/70
O'Gorman, J.J. 4/25/78
Owen, J.M. 9/01/96
Pemberton, J.M. 5/01/97
Pfaff, T.E. 4/01/98
Powers, C.E. 8/17/78
Robinson, P.W. 9/25/78
Schell, T.O. 2/01/69
Slater, B.O. 8/14/73

Smith, D.O. 1/01/95
Snively, J.G. Jr. 12/23/76
Stephens, F.E. 8/31/92
Stricker, A.J. Jr. 5/01/96
Weaver, G.W. 6/18/71

**35TH RECRUIT CLASS
EMPLOYED FEBRUARY 4, 1968**

Ader, E.J. 4/30/71
Baird, R.R. 7/01/2000
Baker, W.C. 8/01/2001
Belew, R.J. 9/10/70
Bowers, G.H. 6/01/99
Brandt, W.R. 6/12/70, KOD
Burg, F.E. 5/31/94
Buschmann, D.E. 9/01/99
Carlton, D.E. 6/01/95
Cox, T.A. 6/13/87
Crites, D.W. 9/01/98
Crocker, G.D. 10/11/68
Dayringer, E.J. 9/01/97
Dunn, T.W. 11/14/69
Fox, J.E. 6/01/2003
Friar, G.D. 4/22/83
Kerns, L.A. 4/01/95
Kincade, B.J. 4/05/79
Kitchen, E.W. 12/14/76
Lillard, N.L. 4/13/79, DWE
Lober, B.G. 6/30/92
Messick, R.F. 9/01/97
Murdock, L.E. 6/01/2002
Owen, L.L. 5/31/78
Plunkett, C.L. 8/01/98
Puffer, R.L. 4/01/81
Putnam, L.L. 12/17/68
Schaeffer, C.E. 1/01/95
Simmons, J.D. 3/01/2002
Weidenbenner, N.L. 8/01/96

**36TH RECRUIT CLASS
EMPLOYED JUNE 1, 1968**

Baird, P.C. 9/01/2003
Barnes, J.E. 8/31/94
Bruns, H.C. 2/16/87, KOD
Burford, J.W. 7/01/98
Catlin, L.G. 2/28/71
Crismon, J.M. 7/05/88
Deatherage, L.R. 1/01/2002
Gehner, F.R. 9/01/98
Gentry, L.E. 8/31/94
Goellner, J.M. 6/13/70
Graham, M.L. 6/30/91
Hansett, F.W. Jr. 12/17/74
Harper, R.W. 2/08/87, KOD
Hayes, G.B. 11/07/71
Heckel, E.J. Jr. 6/01/2003
Hensley, R.E. Jr. 2/04/82
Hogan, W.H. 2/29/72
Houser, M.V. 1/18/77
Howard, R.D. 6/30/94
Ings, R.R. 10/10/72

King, R.I. 11/30/71
Lawson, M.G. 2/25/78
LeFaivre, T.G. 8/01/2003
Loar, W.G. Jr. 7/10/73
Loutzenhiser, P.P. 9/09/96, DWE
Mahan, R.E. 9/20/74
Mattison, R.L. 8/01/97
Parks, M.S.
Patrick, M.E. 9/01/2001
Phillips, G.W. 8/01/98
Powers, F.A. 7/31/70
Shirley, R.E. 3/31/94
Skinner, J.W. 8/23/73
Smith, J.M. 9/19/71
Stanfield, H.W. 9/01/98
Spear, E.B. 9/02/2002
Stills, V.L. 12/31/68
Thornton, R.E. 8/01/97
Venz, G.J. 12/03/75
West, L.K. 4/30/69
Zang, C.G. 9/01/98

**37TH RECRUIT CLASS
EMPLOYED SEPTEMBER 15,
1968**

Arnold, P.J. 12/14/70
Atchley, G.K. 5/11/72
Baker, T.D. 8/31/73
Bartlett, S.L. 2/01/96
Boss, D.W. 9/01/99
Campbell, K.L. 1/01/98
Eutsler, R.E. 6/18/69
Ewers, J.J. 12/1/2000
Finnegan, W.J. 6/01/96
Fuller, J.D. 8/01/95
Halford, T.J. 12/01/2001
Hooker, J.M. 7/01/00
Howell, L.A. 1/16/69
James, J.A. 12/01/94
Mease, H.L. 2/28/95
Medler, R.D. 5/22/79
Moore, J.C. 2/06/74
O'Connell, J.V. 9/01/98
Raney, S.E. 10/06/81
Ruegg, W.F. 9/01/99
Schmidt, R.E. 8/31/94
Simmons, T.E. 5/29/90
Sims, W.A. 5/02/77
Taylor, J.T. 3/08/71
Thomas, D.C. 8/1/97
Watrang, J.W. 7/20/70
Williams, L. 8/31/92
Wright, F. 9/01/96

**38TH RECRUIT CLASS
EMPLOYED JUNE 1, 1969**

Almond, T.M. 1/01/95
Autry, F.C. 9/01/2003
Bowman, J.D. 9/30/70
Brakebill, J.R. 4/30/73
Bruemer, H.P. 11/02/71

Catron, M. III 5/31/76
Currier, R.W. Jr. 1/01/97
DeSchepper, M.W. 2/03/75
Dunn, W.A. 7/01/2000
Dye, J.H. 1/23/76
Ford, G.R. Jr. 9/01/98
Gathright, D.G. 8/31/94
Geary, R.E. Jr. 6/01/98
Gibson, B.G. 10/09/91, DWE
Hahn, D.G. 7/01/96
Harris, H.R. 7/01/99
Hurt, G.E. 9/01/97
Knipmeyer, J.A. 6/01/99
Ledbetter, K.R. 9/01/98
Littlejohn, R.L. 12/08/70
Manuel, C.W. 7/25/73
Pace, M.B. 9/01/2001
Plunkett, L.W. 9/01/98
Porter, E.L. 7/01/96
Prichard, W.E. 8/31/75
Quinley, J.A. 1/13/77
Sanders, G.C. 1/01/2003
Shipley, B.E. 7/31/93
Smith, V.J. 12/01/97
Snodgrass, G.W. 2/21/70, KOD
Southern, L.M. 6/01/96
Spire, P.C. 7/01/2002
Stivers, J.O. Jr. 4/30/77
Teter, R.E. 3/31/90
Ulm, J.L. 8/31/95
Wallner, D.E. 6/04/74
Whitt, J.N. Jr. 2/29/72

**39TH RECRUIT CLASS (A)
EMPLOYED SEPTEMBER 14,
1969**

Agler, B.G. 3/31/70
Bizelli, D.R. 12/01/97
Easley, C.E. 8/01/97
Greeno, C.A. Jr. 7/01/99
Hall, D.W. 5/29/73
Herren, R.L. 4/30/94
King, J.B. Jr. 7/01/2001
Knott, J.L. 9/17/76
Lathum, J.E. 11/03/76
Leonard, L.E. 9/01/98
Lloyd, L.H. 9/01/97
Martin, J.W. 1/01/98
Moynihan, R.J. 9/01/2001
Murdock, G.J. 1/31/71
Pierce, W.J. Jr. 11/13/72
Poe, M.H. Jr. 1/01/98
Poehner, K.R. 9/06/73
Rice, K.D. 10/15/74
Richardson, D.R. 9/01/2004
Scott, G.C. 5/01/97
Walker, G.W. 5/01/99
Wallace, R.E. 2/29/76
Wilhoit, W.L. 6/01/2001

**39TH RECRUIT CLASS (B)
EMPLOYED MARCH 1, 1970**

Betts, J.S. 6/01/2002
DeMoss, E.L. 6/30/73
Dunlap, G.L. 3/01/2002
Gallegos, R. 7/01/99
Grannemann, H.W. 2/26/76, DWE
Hart, D.B. 9/01/2002
Hartle, W.W. 10/25/77
Loeffler, L.E. 6/21/76
Magruder, R.W. 5/01/2001
McMahon, D.W. 1/01/2002
Merritt, J.L. 9/01/97
Moses, E.N. 6/01/2005
Rehmeier, R.L. 6/01/98
Ross, R.L. 7/01/96
Varner, L.L. 7/01/99
Werner, P.R. 2/07/80
Wilson, G.L. 11/21/78

**40TH RECRUIT CLASS
EMPLOYED MAY 2, 1971**

Baldwin, R.W. 7/10/83
Carlyle, C.T. 5/01/97
Clark, A.E. 7/01/98
Clayton, W.C. 5/01/99
Cook, M.G. 3/06/72
Cossins, L.A. 9/01/98
Cull, J.R. 3/26/79
Daniel, J.S. 5/01/99
Dingman, E.E. 7/01/99
Garris, L.G. 6/17/77
Gartner, R.E. 7/01/00
Gates, T.D. 7/01/99
Gilbert, R.E. Jr. 9/27/73
Griffin, J.W. 9/01/81
Hedrick, R.L. 9/01/98
Hughes, W.E. 1/22/85
Julien, J.F. 11/01/81
Kelly, D.P. 1/21/74
King, J.J. 6/01/97
Lane, J.E. 9/01/2001
Lay, T.W. 10/27/78
Lindsay, R.W. 5/01/2002
Lysaght, J.P. 2/24/92
Mantle, A.R. 11/04/80
Meservey, L.D. 9/27/82
Middleton, K.E. 9/14/94
Mulholland, P.M.
Myers, A. 1/01/99
Nations, M. 8/15/77
Newman, E. Jr. 5/01/99
Norman, J.C. 5/01/2004
Pelker, R.R. 9/15/81
Richards, B.A. 12/08/82
Ricks, C.T.
Ryan, H.H. 9/20/78
Ryan, R.L. 8/01/99
Smith, R.M. 4/08/76
Tipton, C.L. 5/25/76
Woods, M.H. 4/01/2005

**41ST RECRUIT CLASS
EMPLOYED JULY 2, 1972**

Allen, B.D. 5/18/77
Crain, J.M. 8/23/77
Davis, W.T. 6/01/99
Denton, B.L. 9/01/2000
Dusenberg, G.D. 9/01/98
Ellis, V.J.
Fadler, K.A. 7/10/79
Frederick, T.W. 11/24/76
Gosney, R.P. 9/01/2003
Hill, G.D. 9/12/77
Hoggatt, J.B.
Janzekovich, G.M. 3/01/97
Johnson, R.W. 9/01/99
Johnson, S.R. 2/01/00
Keterson, P.M. 10/18/73
Laub, L.D. 11/01/2001
Leavene, D.M. 7/01/99
Lutes, G.E. 8/01/99
McElrath, L.E. 4/01/99
Meissert, J.C. 1/01/2006
Middleton, D.R. 6/01/2004
Nelson, B.R.
Nelson, R.A. 9/01/2000
Niederberger, L.M. 12/06/73
Prine, J.T.
Quinn, M.P. 11/02/95
Raub, E.M. 9/01/99
Robertson, M.B. 9/01/2003
Rogger, M.T. 7/22/77
Schoonover, G.L. 11/13/85
Scott, K.W. 9/09/81
Seib, M.B. 8/31/72
Shippy, S.W. 9/03/2003
Smith, R.L. 11/27/84
Steward, J.S.
Taylor, T.A. 7/01/2002
Tucker, F.L. 9/01/2000
Warnick, J.J. 7/16/73
Watchinski, H.W. 4/17/79
Wornell, J.R. 3/22/77

**42ND RECRUIT CLASS
EMPLOYED NOVEMBER 1, 1973**

Ahern, P.L. 11/01/2002
Alexander, L.E. 1/01/98
Anderson, T.R. 4/17/74
Baker, G.F. 3/01/2005
Bell, L.L. 9/01/98
Bickers, J.J. 6/01/2004
Briggs, L. 10/31/93
Burns, G.L. 1/14/83
Cash, D.L. 8/01/98
Closson, J.E. 1/01/2003
Crooks, L.W. 8/01/2001
Daugherty, L.A. 9/01/2003
Davis, J.L. 11/19/80
Dohrendorf, R.W. 7/21/80
Flowers, B.W.

Flynn, A.J.
Gray, T.L.
Hamilton, B.W. 7/22/82
Hines, A.D. 5/01/2001
Hinkle, O.W.
Horst, D.E. 1/01/2003
Johnson, J.J. 2/09/87
Jones, K.C. 3/26/84
Matthews, B.J. Jr. 7/01/2002
McCown, L.L. 10/15/81
Overfelt, G.D. 12/01/2001
Parmenter, P.D. 10/01/2002
Penn, A.D.
Pesout, K.A. 7/23/96
Raybourn, J.R. 7/12/79
Rhodus, J.W. II 9/01/2000
Ridge, R.E.
Roark, R.E. 1/01/2006
Robinson, K.C.
Roderman, S.M. 6/30/77
Spease, G.E. 9/01/2002
Swearingen, J.L. 3/01/2002
Thurman, A.E.
Trullinger, T.L. 9/01/2001
Wilkerson, R.N. 2/25/89

**43RD RECRUIT CLASS
EMPLOYED SEPTEMBER 1, 1974**

Beydler, R.S.
Bliefnick, E.H. 2/01/2004
Bonner, G. 5/02/78
Bourg, W.D.
Brown, R.L. 10/22/79
Collier, C.R. 7/01/2002
Cottom, W.V. 3/01/2002
Cronin (Hug), B.A. 2/18/77
Danley, J.D. 5/24/76
Dempsay, R.P. 7/09/79
Dixon, O. 5/31/93
Frey, D.R. 5/01/2003
Gisel, D.V.
Hartung, E.D. 8/01/2003
Heskett, G.R. 10/01/2005
Hill, E.M. 10/22/84
Horne, M.E.J.
Hug, G. A. 8/01/2002
Jackson, C.R. 5/28/2001
Johnson, C.E. 8/17/81
Rahn, S.W. 9/26/78
Schulte, J.E. 2/26/80
Stewart, D.S. 3/01/2002
Stottlemeyre, R.D.
White, L.C. 5/01/98
Whitfield, J.D. 8/01/2005
Wolters, L.D.
Woods, R.L. 6/01/83
Wright, P.R. 12/07/76

**44TH RECRUIT CLASS
EMPLOYED JANUARY 1, 1975**

Armstrong, R.L. 12/09/77
Baker, B.C. Jr. 10/01/2000
Bledsoe, R.L. 3/08/77
Bodenhamer, L.M.
Boyer, D.J. 8/31/85
Burnett, D.W.
Casey, K.C.
Chadwick, B.E.
Davis, R.B.
DeSalme, G.E. Jr. 4/01/2003
Dorsey, S.H. 10/01/2004
Dunaway, M.T. 8/03/78
Duncan, D.L. 2/19/81
Elliott, J.W.
Henderson, K.S. 10/04/81
Heseman, D.E. 1/01/2006
Hobbs, W.L. 1/01/2005
Hoefficker, R.L. 9/02/98
Jones, C.E.
Lambert, M.A. 7/01/01
Luikart, T.J. 5/01/2002
Mariott, D.H. 6/13/81, KOD
Mueller, G.D. 8/28/81
Nichols, C.D. 3/01/2005
Percival, K.E. 6/01/99
Ream, L.W. II
Riehl, A.V. 3/01/2002
Rothrock, R.H.
Shay, P.H.
Shockley, E.M. 6/01/2005
Steward, J.L.
Spurgeon, R.L. 10/15/82
Stieffermann, R.P.
Sturdevant, R.E. 5/05/93
Whiting, T.M. 9/27/80
Williams, G.L. 1/03/79

**45TH RECRUIT CLASS
EMPLOYED NOVEMBER 1, 1975**

Boyce, G.R. 8/05/82
Brown, M.W. 11/01/2003
Froemsdorf, J.M. 3/02/85, KOD
Harris, G.W. 5/25/97, DWE
Hayden, G.A. Jr. 3/07/77
Hickman, L.L.
Hinesly, S.J.
Kaiser, R.L. 9/01/2004
Kaunley, S.M. 12/31/89
Lomas, G.F. 3/09/77
Lowry, W.R.
Portman, J.R. 8/01/00
Rahmeyer, G.W. 3/30/83
Wilson, M.K. 8/24/76

**46TH RECRUIT CLASS
EMPLOYED MARCH 1, 1977**

Adkisson, G.A. 12/01/2004
Alvarez, R.R. 7/09/81
Atkinson, J.G. 10/13/88

Baird, M.L. 9/03/81
Benitz, W.E.
Brown, C.L.
Byndom, L.F. 7/01/2005
Cain, A.L. 3/29/79
Clark, D.T. 3/14/78
Coffey, R.L.
Cooper, J.L. Jr. 11/02/78
Craighead (Rice), J.K. 11/02/98
Dempsey, C.M.
Fox, J.J. 1/01/2003
Gamble, R.W. 12/09/82
Gorson, R.P. 12/07/77
Hammond, C.L.
Harris, R.E. 9/22/77
Holliday, N.H. 12/09/77
Holt, D.E. 9/01/2002
Johnson, R.L.
Lacy, L.E.
Lanham, W.L. 3/09/78
Loaiza, R.J. 5/31/78
Looney, H. 9/01/2001
Lynn, D.E. 3/24/82
Lyon, B.D.
Martinez, F.T. Jr. 2/14/91
Mason, R.P. 2/01/2004
McKay, H.E.
Miller, D.G.
Moore, T.R.
Moore, T.W. 8/01/2005
Orr, T.L. 6/01/2002
Seibert, W.K.
Smiles, B.L. 3/01/99
Stone, M.D. 4/01/2004
Wilkinson, T.M.
Wood, R.R.

**47TH RECRUIT CLASS
EMPLOYED JUNE 1, 1978**

Applebury, J.R.
Baker, B.S.
Barnes, R.D.
Cooper, M.A.
Etheridge, P.R. 2/01/2005
Gunier, T.J. 9/14/81
Hampton, W.E. 7/19/91
Holmes, M.W. 11/06/81
Humphreys, M.J. 9/17/81
Little, L.L. 12/31/78
Markham, D.M.
McNeil, J.E.
Opperman, S.A. 6/01/2004
Phillips, D.E.
Thomas, W.J. Jr. 3/21/96
Walker, R.L.
Womack, J.G. 4/01/2003

**48TH RECRUIT CLASS
EMPLOYED AUGUST 1, 1978**

Baysinger, T.G.
Biram, J. D.

Day, T.L. 6/01/2003
Eads, D.D. 2/01/2006
Goodin, D.A. 6/07/83
Gray, C.R.
Hancock, J.J. 8/20/79
James, M.S. 5/25/87
Marquart, K.D. 9/29/88
Mason, G.
Oglesby, S.T. 8/31/91
Romanus, J.D. 3/01/2004
St. Clair, T. 10/01/2002
Sardis, H.A.
Selvey, T.R.
Selvey, T.D.
Sullivan, R.V. 2/17/96, KOD
Wells, I.C. 3/22/79

**49TH RECRUIT CLASS
EMPLOYED JANUARY 15, 1979**

Burnett, L.C. 11/01/2002
Byland, T.E. 7/08/88
Conway, W.L. 1/01/2005
Finn, J.T. 11/01/2004
Gooseby, J.R. 9/30/80
Harmon, J.H. 3/21/97
Hemphill, D.B.
Hough, L.D. 11/01/2000
Howard, F.
Hunter, C.F. 8/01/2003
Isringhausen, D.F.
Johnson, D.K.
Kilgo, T.M. 12/19/80
Lee, R.G. Jr. 6/04/82
McCrary, C.E.
Metz, W.A. 5/21/89
Miller, D.C. 8/12/82
Moreland, D.H.
Mudd, S.L.
Rousett, T.J.
Rucker, E.D.
Rutherford, G.M. 7/01/2005
Schroeder, R.P.
Simpson, J.L. 10/01/2000
Townsend, C.W. 7/01/96
Weatherspoon, E.W. 12/21/88
Windle, L.A. 1/01/2006

**50TH RECRUIT CLASS
EMPLOYED JULY 8, 1979**

Akridge, S.R.
Althage, G.C.
Becker, R.L.
Bloomberg, R.A.
Booker, D.A.
Cool, M.A.
Cordia, P.D.
Crouch, J.W. 2/05/85
Crump, J.G. 12/03/95
Dudgeon, L.A. 5/06/2004
Foust, A.W. 2/01/95
Franklin, D.D.

Grothaus, L.H. 9/30/82
Hermann, M.E.
Hopkins, M.L. 3/15/82
Hughes, G.D. 1/01/2003
Hull, K.E.
Johnson, K.L.
Jones, B.W.
Keathley, J.F.
King, R.E. 11/01/2002
Kingree, M.D. 9/01/2003
Lichte, C.W. 8/01/2005
Lock, L.F. 12/01/2005
Madsen, D.L. 10/15/80
Mann, E.W.
Meyer, T.L.
Mills, T.G.
Overby, D.A.
Powell, R.L.
Raetz, A.E.
Schmidt, D.A.
Schultz, D.D. 1/01/2005
Sears, K.E. 12/16/83
Stuart, J.M.
Williamson, J. Jr. 10/24/90
Wilson, G.D. 5/31/89
Wolf, R.F.
Word, G.L.

**51ST RECRUIT CLASS
EMPLOYED JANUARY 1, 1980**

Anderson, M.P. 2/26/90
Brooks, G.R. 1/13/81
Carroll, D.W.
Green, D.W.
Hursey, R. 10/31/86
Jefferson, L.D. Jr.
Leitman, D.A.
Lindsey, M.B.
Logan, B.M.
McMullin, J.R.
Riney, A.R. 12/27/91
Rogers, M.W.
Thompson, E.L. 2/26/90
Tinsley, P.W. 12/01/2004
Tuschhoff, L.W. 1/11/87
Wilhoit, E.S.
Woodruff, P.L.

**52ND RECRUIT CLASS
EMPLOYED APRIL 1, 1980**

Carr, J.L. 12/11/80
Coley, F.A. 5/14/82
Cool, M.A.
Hannan, T.M.
Henderson, W.F. 6/01/2002
Heseman, A.C.
Hoskins, C.
Jackson, S.R. 8/01/2004
Kramer, C.J.
Moorman, R.D. 9/11/86
Pauley, W.S.

Ripley, J.P.
Rodenberg, G.L.
Schmid, T. A. Jr. 8/14/81
Thompson, M. E. 8/06/81
Wakefield, C.K.
Walton, A.H.
Wiggins, J.L. 5/24/81

**53RD RECRUIT CLASS
EMPLOYED JULY 1, 1980**

Benefield, R.A. 3/12/81
Breen, T.L.
Burger, R.E. 7/24/91
Ensminger, E.C.
Kindle, G.D.
Marten, L.W.
Rice, R.R.
Shaul, D.R.
Whitner, H.L. 2/23/93
Williams, D.E.
Zink, G.L.

**54TH RECRUIT CLASS
EMPLOYED JANUARY 5, 1981**

Adams, J.P. 3/19/91
Bone, C.E. 9/01/2002
Clemonds, B.T.
Crain, D.J.
Garrison, J.W. 2/01/2004
Geiger, K.A.
Grothaus, D.M.
Jamerson, L.
Kennison, R.R.
Klemme, B.G. 11/25/81
Lawrence, K.A. 7/30/85
Linegar, J.E. 4/15/85, KOD
Lisenbe, R.L. 1/01/2005
Luikart, L.L.
Marshall, E.L.
May, D.C. 5/17/99, KOD
McDonald, T.C.
Meyer, M.V.
Moore, G.L.
Morgan, J.R. 6/30/86
Neely, R.D.
Newton, C.D.
Niederkorn, S.B.
Niehouse, R.L. 7/14/2000
Nielsen, R.W.
Pautz, J.W. 9/08/81
Ridens, G.E.
Schomer, J.A.
Tatum, A.L. 10/15/84
Taylor, H.W. 11/06/81
Topp, W.M. 2/07/2003
Tyes, D.R.
Wilson, J.A. 6/21/81
Wolgast, L.A. 8/31/93

**55TH RECRUIT CLASS
EMPLOYED JANUARY 3, 1983**

Bergfeld, G.W.
Burd, W.D. 8/09/83
Conklin, S.W.
Deshler, B.T.
Duckett, T.L. 9/01/2003
Easley, C.W.
Elder, J.A.
Elmore, M.K.
Erb, D.L.
Glaser, K.J.
Gregory, L.N. 9/05/88
Henson, D.A. 1/19/94
Hillhouse, R.D.
Hull, J.T.
Hyatt, K.W.
Jones, A.L.
King, S.C. 12/01/86
Lakey, S.H. Jr. 10/28/2004
Lawrence, A. 3/01/90
Lile, G.W. 1/19/88
Mahon, M.H.
Marshall, E.W. 5/12/89
Martin, D.C.
Platte, M.W.
Saulet, C.N.
Seiner, R.L.
Smith, I.D.
Stevens, H.E. Jr. 1/29/97
Volkmer, E.K.
Wallis, N.L.
Watson, M.R.
Westfall, R.J. 1/15/97
Wingo, J.L.

**56TH RECRUIT CLASS
EMPLOYED JANUARY 1, 1984**

Allen, M.K.
Bailey, D.L.
Binkholder, R.G. 8/14/92
Brown, N.K.
Chambers, F.D.
Driemeier, H.L. II
Guilliams, R.A. 2/16/2001, KOD
Harwell, M.D.
McCollum, K.L.
McGrail, T.P.
Noellsch, M.J.
Paul, J.W.
Pulliam, M.R.
Replogle, R.K.
Stacy, D.W. 11/02/91
Stone, M.A. 12/02/99
Thompson, B.L.
Tilford, E.A.
Webster, M.E. 10/02/93, KOD
Whitfield, S.V. 12/31/90
Wilson, B.K.

**57TH RECRUIT CLASS
EMPLOYED SEPTEMBER 1, 1985**

Allen, J.J. 12/11/89
Boyer, K.S. 11/14/86
Chitwood, M.E. 8/15/96
Cole, R.L.
Curless, J.R. 7/05/2005
Davidson, G.D.
Dill, C.E.
Earney, D.E.
Engelbrecht, M.J.
Everett, J.J.
Fowler, H.A.
Gale, D.D.
Grass, S.L.
Hann, R.E. 11/30/89
Harrison, C.E.
Harrison, J.F.
Haywood, K.G.
Horn, L.A.
Horn, T.L. 8/14/95
Hutchinson, V.J. 10/31/91
Kenley, G.D.
Kimberling, R.G. 10/06/99, KOD
Knowles, G.F.
Koch, J.J.
Ley, A.J.
Lyon, S.A.
Marquart, K.D.
McClain, M.A.
McPike, D.B.
Mease, D.H.
Moore, S.B.
Munden, S.K.
Pleasant, C.L. 9/24/2004
Reed, D.S.
Schmitz, D.L. II
Shoun, K.A.
Siecinski, J.P.
Spain, T.R.
Stuart, W.E.
Stull, T.W. 7/05/89
Thomas, M.J.
Thompson, D.L.
Zubeck, R.E.

**58TH RECRUIT CLASS
EMPLOYED AUGUST 1, 1986**

Banasik, D.P.
Beckett, J.A.
Bishop, J.L.
Buttram, R.E.
Callaway, D.A.
Choate, W.D.
Crowe, L.C.
Files, R.D. Jr. 5/30/88
Floyd, D.K. 9/23/2005 KOD
Frazier, K.A.
Fredendall, R.G.
Freeman, W.B. 10/25/89
Hamilton, G.W.

Hays, F.L. 1/12/88
Heath, C.M.
Hinten, D.W.
Jackson, K.M. 7/17/2003
Jamison, B.C. 10/01/2000
Johnson, J.B.
Jones, K.A.
Kerr, B.E.
Knox, D.E.
Knox, M.S.
McCracken, J.E. Jr. 4/27/92
Merrill, D.L.
Morgan, G.G.
Mueller, K.E.
Pirtle, S.L.
Propst, T.R.
Riggs, G.W.
Rodenberg, N.E.
Rohn, T.R.
Rousset, G.J.
Shikles, R.D.
Steele, K.W. 4/12/2000
Tinnin, T.R.
Vislay, L.
Wagoner, J.S.
Walker, R.M.
West, J.C.
Williams, R.S.
Wilson, C.E.
Wilt, J.E.
Windham, D.J.

**59TH RECRUIT CLASS
EMPLOYED JULY 1, 1987**

Adams, B.L.
Bates, W.L. 9/10/2002
Brown, A.O.
Butler, M.R. 11/10/88
Clark, L.R.
Cummings, S.M.
Greenwell, T.D. 1/31/93
Harbin, G.L. 7/31/88
Hayes, R.W.
Houston, B.W.
Howell, K.W. 1/03/2001
Hunter, O.A. Jr. 10/27/2000
Johnson, B.M.
Johnson, R.S.
Kolilis, R.J. 9/21/88, KOD
Matthews, B.G.
Murphy, N.A.
Nobles, K.B. 8/13/97
Peters, T.D.
Proctor, R.E.
Riley, S.F. 5/06/88
Ripperger, D.L.
Robinson, D.L. Jr.
Scott, T.M.
Seals, E.A.
Smith, J.L.
Tovar, M.A. Sr. 1/01/2002

Villanueva, J.O.
Whittler, R.D.

**60TH RECRUIT CLASS
EMPLOYED JULY 1, 1988**

Bryan, M.R.
Fohey, V.D. 4/01/98
Forck, C.A.
Harris, C.J.
Henderson, M.A.
Johnson, B.K.
Lewis, G.M. 8/12/97
Peters, L.L. 3/31/89
Renshaw, M.R.
Robinson, S. III 2/29/2000
Robinson, S.L. 10/31/96
Sater, D.S.
Silvers, R.E. 7/20/2005
Vaughan, R.A.
Whitlock, V.
Wiedemann, W.W. Jr.
Wilson, J.L.

**61ST RECRUIT CLASS
EMPLOYED JULY 1, 1989**

Crawford, A.L.
Criss, E.O. 12/01/95
Cunningham, M.A.
Delmain, M.T.
Elder, L.D.
Fletcher, R.C. Jr.
Funderbunk, M.K.
Gundy, G.E. 7/31/2000
Harrell, B.N.
Hazelwood, P.C.
Heath, J.L.
Herndon, R.D.
Hicks, H.D.
Horton, G.S.
Hotz, J.J.
Hughes, D.L.
Isringhausen, D.T.
Kearse, M.A. 1/16/91
Lasater, J.K. 8/09/2005
Markert, S.S.
Mast, T.L. Jr.
McCalister, M.A.
McFall, J.S. 5/31/95
Mundle, J.A. 3/31/97
Perkins, D.P.
Pittman, T.A. 2/28/94
Plunkett, L.W. Jr.
Rainey, D.W.
Raspberry, E.B. 5/15/99R; 4/02/2001
Renken, R.L.
Smith, G.K.
Suhr, D.C.
VanTress, J.L.
Vitale, J.N.
Wohnoutka, D.P.

**62ND RECRUIT CLASS
EMPLOYED JANUARY 1, 1990**

Adams, M.A. 11/01/96
Bauer, D.C.
Bernhardt, B.J.
Bernier, M.A.
Billings, G.Q.
Blunt, T.R.
Caldwell, D.E.
Carlock, H.E. 9/02/96
Chenoweth, D.A.
Clark, J.P.
Creech, J.C.
Cross, M.W.
Davis, P.R.
Donnell, S.A.
Dougan, V.C.
Elfrink, N.D.
Enderle, J.M.
Ferrier, S.B.
Finnegan, M.T.
Gassen, J.P.
Grissom, E.L. Jr.
Haden, C.R.
Hendricks, G.J. 1/13/95
Holmes, K.M. 11/11/99
Holt, K.D.
Johnson, J.D. 8/23/91
Jones, M.W.
Kaunley, R.B. 3/10/2000
Leftwich, G.K.
Leonard, P.E. Sr.
Lopane, M.A.
Mallery, A.A.
Mattox, A.J.
Mills, K.L.
Murdock, T.J. 2/27/2004
Pittman, T.L.
Remillard, J.W.
Roberts, V.C. 3/31/2004
Ryerson, R.R. II
Sanders, R.J.
Shaver, T.A. 3/31/94
Shirley, J.A.
Smith, M.K. 7/31/94
Spurgeon, D.D.
Stamps, M.R.
Stoffregen F.J.

**63RD RECRUIT CLASS
EMPLOYED JULY 1, 1990**

Allison, J.A.
Atkins, M.D.
Bielawski, S.M.
Bush, V.E. 8/26/91
Call, D.S.
Cone, B.L.
Cooper, E.A.
Cooper, W.T. Jr.
Cyrus, J.A.
Drenon, C.L.

Fender, K.L.
Hampton, A.L. 5/15/93
Hayden, G.F. 7/06/2000
Helfers, R.J.
Inman, M.G.
Linear, K.E.
Lively, B.S.
Martin, G.P.
McClendon, M.P.
McKay, S.E. III 7/30/91
McMullen, B.J. 8/16/2001
Meade R.V.
Meyer, C.C.
Meyer, S.E.
Miesner, R.J.
Olson, E.T.
Reinkemeyer, B.L.
Reinsch, P.J.
Rice, V.S.
Riley, G.F.
Schwalm, D.L.
Simmons, S.W.
Smith, G.D.
Tackett, M.D.
Thompson, J.H.
Trader, M.W.
Watson, C.W.
Wirths, C.W.

**64TH RECRUIT CLASS
EMPLOYED JANUARY 1, 1992**

Allen, L.M.
Aylward, E.J.
Borlinghaus, G.L.
Bracker, D.S.
Bush, W.M.
Clark, S.C. 7/17/97
Copeland, R.A.
Crowe, T.E.
Davis, S.P.
Davis, T.
Fillipi, R.J.
Fox, G.J. 6/01/99
Frazier, M.K.
Fulkerson, C.H.
Kauth, M.E.
Lichay, K.L.
Martin, C.A. 6/12/97
McDonald, J.E.
McIntyre, M.
Moore, B.D.
Myers, R.A.
Norde, D.G. 6/05/93
Pierce, B.D. 7/15/93
Porter, C.M. 5/31/99
Reed, L.S.
Rees, R.T.
Reynolds, M.D.
Roberts, S.J. 7/05/2002
Sampietro, J.A. Jr. 8/17/2005 KOD
Sigman, D.E.

Stratton, C.N.
Sullivan, A.R.
Swartz, G.C.
Watson, M.W.
Wohnoutka, S.M. 10/02/2003

**65TH RECRUIT CLASS
EMPLOYED JANUARY 1, 1993**

Ahern, N.C.
Anderson, C.W. 2/16/99
Betts, L.E. 4/12/94
Broderick, K.E. 8/01/2003
Brody, J.G. 7/19/98
Cerroni, C.L.
Dubbs, D.H. 1/01/1993
Eberhard, S.L.
Elder, W.P. 1/02/97
Filley, K.D.
Flannigan, D.A.
Graham, C.D. Jr. 3/20/2005 KOD
Hall, D.A.
Hedrick, D.J.
Hitchcock, T.W.
Howery, A.K.
Ivie, D.M.
James, B.T. 11/20/2002
Johnson, J.B.
Johnston, J.L. 5/10/94
Jones, B.E. Jr.
Keller, D.L. 4/01/2001
Lewis, Q.C. 1/01/2003
Little, D.P.
McCullough, J.L.
Meriwether, T.S. 11/26/93
Miller, K.B.
Mitchell, M.A.
Morrison, P.W.
Mueller, D.P.
Mullenix, B.D. 1/21/2005
Ponder, C.N.
Rawson, S.E.
Rellergert, P.A. 1/01/99
Vandivort, G.E. 12/29/2003
Walters, K.D.
Young, K.S.
Zacher, T.A.

**66TH RECRUIT CLASS
EMPLOYED AUGUST 1, 1993**

Angle, J.P. III
Arand, M.C.
Billings, G.L.
Bourne, G.D. 9/19/2000
Broniec, M.E. 6/02/2002R
Carson, M.E.
Christensen J.E.
Clardy, D.L.
Collins, J.C.
Cornman, C.Y. 4/03/98
Curnes, G.T.
Davenport, K.A. 2/04/2005
Davenport, N.C.

Davis, K.A. 5/15/99R
Davis, P.D.
Dowd, R.R.
Ehler, T.H.
Frisbie, S.J.
Geraci, L. 3/14/2005
Gerler, E.L.
Graskewicz, B.W.
Green, M.D.
Gregory, P.E.
Haggett, D.B.
Harlan, C.W.
Hoffman, D.L.
Hoffman, P.D.
Hogue, C.J. 2/01/2000
Holcomb, J.R.
Holder, S.A.
Hurst, E.L.
Jinkens, D.O.
Klier, B.L.
Knutson, C.M.
Land, C.R.
Lawlor, J.J. Jr. 11/13/95
Linneman, T.D.
McClaran, G.S.
McGarry, M.D. 8/08/94
McNair, C.S. 5/14/2005
Milan, M.W. 6/18/99
Miller, D.S.
Mobley, M.L.
Moore, H.W.
Myers, J.B.
Ott, M.A.
Oulman, P.T. 1/6/2004
Pipkin, R.E. 7/31/99
Rambaud, D.S. 3/21/2003
Roddy, C.L.
Schuengel, J.G.
Scism, R.M.
Shoop, T.D.
Smith, H.E. Jr.
Spicer, B.L. 3/23/2004
Stanfield, R.J. Sr. 5/01/98
Surface, W.J.
Whitt, J.J.
Winder M.A.

**67TH RECRUIT CLASS
EMPLOYED JULY 1, 1994**

Alexander, D.D. 5/15/2005
Beishir, E.C. 10/02/2000
Braden, G.L. Jr.
Brand, M.H. Jr.
Bremer, W.P.
Broniec, M.G.
Christensen, M.T. 10/22/98
Craig, C.W.
Day, C.J.
Dochterman, M.S.
Ethier, K.W. 4/03/95
Gardner, R.C. III 2/15/97

Graves, C.G.
Hagerty, B.S.
Hamlett, E.K. 3/20/95
Harper, W.D. Sr. 4/07/95
Hedrick, D.M.
Hedrick, J.T.
Hemmersmeier, D.J. 7/20/2004
Jones, S.C. Sr.
Karst, C.R.
Kelley, K.C.
Kerley, C.W. Jr. 10/15/96
Kinder, J.R.
Kuechler, D.L.
Kyle, R.D.
Laird, C.A.
MacLaughlin, B.M. 11/18/98
Malugen, K.W.
Mason, M.C.
Mast, R.L.
Morlando, R.F. 12/01/2000
Morrow, S.D. III 4/01/2001
Musche, J.L.
Nelson, S.L.
Oliveras, J.A.
Owen, J.M.
Parrish, J.A. 9/15/2004
Parsley, J.A.
Pate, M.A.
Prewitt, J.L.
Richardson, M.B.
Ritchie, D.H. 2/02/2002
Roberts, D.P.
Robinson, J.W.
Sanders, L.W.
Sanson, G.R. 5/31/2000
Schulte, K.J.
Selby, M.L. 4/30/98
Sims, S.P. 2/20/96
Sims, T.G.
Smith, P.L.
Stacks, E.R.
Stevens, T.J.
Taylor, J.S. 4/01/2005
Tuckson, L.A. Jr. 7/14/95
Walley, T.R.
Weisacosky, J.C.
Wilkins, R.R.

**68TH RECRUIT CLASS
EMPLOYED NOVEMBER 1, 1994**

Arnold, B.G.
Arnold, G.W.
Barber, M.S. 7/09/2003
Barbour, D.R. Jr.
Bartel, E.T.
Berry, N.D.
Bielawski, M.A.
Boix, J.G. 3/16/2002
Hargus, M.D.
Jarrell, S.D.
Jones, G.G. 1/24/96

Knisley, J.C. 10/15/2005
Lee, T.W.
McDaniel, D.M.
Sargent, R.E.
Schmiehausen, M.G. 4/30/2004
Scism, R.E.
Sesley, D.L. 12/27/98
Warren, I.A.
Wilde, J.E.

**69TH RECRUIT CLASS
EMPLOYED JANUARY 1, 1995**

Arnold, J.L.
Asmussen, E.L. 3/31/98
Becker, B.A.
Broniec, M.J.
Carter, G.C. 7/06/2003
Cary, M.L.
Childers, S.J.
Cornett, J.R.
Coulson, J.L.
DeWitt, R.M. 9/07/2002
Ferrari, R.S.
Finley, D.D.
Garza, D. 9/18/95
Gau, J.M. 12/10/2001
Glendenning, J.H.
Hadlock, T.A.
Hess, P.A. 9/13/2000
Hicks, R.W. II
Hillyer, B.T.
Hoehn, R.E.
Holcomb, B.D.
Juntunen, D.W. 10/26/95
Kempke, P.J.
Kumpf, B.A.
Laramore, J.T.
Larsen, D.S.
Lejeune, L.R.
Moreland, C.T.
Nash, D.F.
Patton, C.L.
Rees, B.S.
Reusch, R.A. 4/30/2003
Rice, D.S.
Sanders, A.K. 10/25/2000
Sattler, D.P. II 11/04/2000
Skoglund, S.P.
Spurgeon (Reusch), J.L. 8/09/2001
Stoelting, J.S.
Sweeney, D.F. 5/28/2005
Sweiger, B.L. 11/20/2005
Tubbs, C.O. Sr.

**70TH RECRUIT CLASS
EMPLOYED JULY 1, 1995**

Anderson, B.N.
Anderson, R.L.
Blackburn, P.H. 10/06/2000
Calvert, R.L.
Canon, T.S. 9/01/2001

Fitzgerald, J.T.
Gibson, J.T. 4/08/2002
Graber, W.L. 2/02/98
Grover, A.R.
Hall, T.L.
Hancock, J.C. 4/07/2002
Hansen, G.A.
Heisserer, T.E. 6/19/2005
Hinnen, D.S. 3/24/2002
Hunter, K.J.
Hylan, A.C. 3/04/96
Inabinet, W.D. 1/18/96
Johnston, D.L.
Kaden, S.M.
Kerperin, P.D.
Kock, J.S. 6/30/2000
Koob, R.J. II 4/01/99
Landi, D.A. Jr.
Lemongelli, R.J. III 1/01/2001
Lewis, F.C. Jr. 7/03/96
Lowe, W.W.
Lueckenhoff, J.H.
MacLaughlin, L.M.
McKee, M.W. 8/28/2000
McKnight, M.C.
McLaughlin, B.A.
Mease, S.K.
Miller, R.S.
Moats, M.D. 4/30/2001
Nance, J.F. 7/01/97
Patterson, S.M.
Pietrzak, J.E. 4/22/99
Rexroad, D.F. 7/01/2001
Richardson, S.P.
Robinson, K.M.
Sakaguchi, T.L. 8/10/2003 DWE
Satterfield, S.R.
Schulte, T.J. 11/15/2003
Seaton, R.A.
Sherman, R.A.
Spire, J.D.
Stone, S.T. 4/7/2002R, 12/18/2004
Stuart, C.A.
Tatoian, R.C. 4/20/2005 KOD
Tourney, A.O.
Vernon, B.W.
Walker, D.J.
Weber, J.F. 5/20/2002
Wilfong, V.L.
Wilson, T.M.
Wiseman, M.L.

**71ST RECRUIT CLASS
EMPLOYED JANUARY 1, 1996**

AuBuchon, R.J.
Baird, J.S.
Barklage, D.W.
Beard, H.P. 6/11/2002
Bearden, B.S.
Belshe, M.S.
Bigler, T.E. 12/01/98

Black, S.D.
Bowles, M.D. 3/01/2002
Brenton, D.S.
Britt, N.J. Jr.
Bryan, A.L.
Coffey, J.P. 6/28/2003
Dicus, D.E.
Dye, R.C.
Fischer, J.D. Sr.
Fiske, B.D.
Gach, C.M.
Garbulski, C.M.
Green, D.S.
Gustafson, S.N. 7/01/2001
Haumesser, D.T. 6/23/2002
Hofstetter, T.L.
Hudson, M.P. 11/29/96
Jadwin, C.A.
Johnson, N.K.
Kepes, F.V. 2/24/2002
Lilleman, D.K.
Lutjen, S.L.
Mason, B.A.
Mertens, S.E.
Pace, R.T. 11/01/2000
Piercy, A.C.
Pipkin, R.D.
Pruiett, J.C.
Pulley, T.G.
Riggs, J.E.
Schoonover, R.R. Jr. 12/27/2003
Shipers, S.A.
Sims, W.S.
Striegel, D.K.
Swearingin, A.B.
Tauber, D.
Thomson, C.R. Sr. 10/21/96
Trammell, J.B.
Turk, C.S. 6/30/97
Turlington, M.T.
Turner, M.A.
Warren, J.S.
Webster, L.A. 2/01/2002
Whitehead, A.W.
Wilson, L.A.
Wyss, M.F.
Zoske, J.B. 6/24/99

**72ND RECRUIT CLASS
EMPLOYED JULY 1, 1996**

Ahern, E.P.
Bartels, R.H.
Barthelmass, T.M.
Brackett, K.A.
Buff, A.K.
Butler, F.L. Jr.
Cavalcanto, D.B. 1/22/98
Coats, S.A.
Colbert, C.R. Jr.
Denny, T.G. 4/12/99
Grisham, T.W.

Heits, M.R.
Jett, M.J.
Karsten, J.S. 4/24/2003
Keeney, M.L.
Killian, K.A. 6/09/2002
Kimball, P.M. II
King, L.D. 4/14/97
Lynch, M.D.
Martin, G.R. 11/27/2000
McClelland, A.A. 10/21/2005
Meyers, P.W.
Miller, S.A.
Monk, S.R.
Mulkey, J.A.
Norman, E.J.
Nothum, A.P.
Poynter, K.L. KOD 1/18/2002
Pritzel, S.E.
Prussman, G.M.
Rice, D.A.
Rumpf, T.E. 4/09/2003
Schoeneberg, C.J.
Scoggins, M.L.
Sears, H.A.
Shrum, K.M. 9/12/97
Skaggs, C.L. 2/25/2000
Skaggs, R.B.
Swan, B.E. 5/01/2002
Thurston, L.D.
Thuss, J.E.
Vermillion, J.T.
Ward, M.D. Sr.
Watson, J.D.
White, J.L.
Wilhoit, M.A.
Wilhoit, S.V.
Wilson, M.A.

**73RD RECRUIT CLASS
EMPLOYED JANUARY 1, 1997**

Ashby, J.S.
Badgett, T.A.
Behrens, P.M.
Campbell J.R. III
Cowan, H.B.
Crabtree, S.H.
Crocker, J.R. 3/15/2002
Crump, D.L.
Doza, D.L. Jr.
Drum, J.
DuBois, G.A. Sr.
Eagan, R.L.
Falterman, G.H.
Flanagan, B.P. 7/01/2001
Flannery, A.R.
Folsom, H.J.
Garrett, N.F. 4/07/98
George, J.W.
Graham, B.G.
Helms, B.D.
Hepe, D.K.

Hubbs, C.W.
Jackson, E.D. 10/10/97
Keim, E.J.
Kinney, J.M.
Kreftmeyer, K.M.
McClure, M.P. 6/01/99
McCormick, R.V.
Medley, S.L.
Melton, D.W.
Nace, D.S.
Nix, J.A. 1/07/98
Patterson, A.S. 3/15/2002
Pitts, T.T.
Price, S.L.
Quilty, M.P.
Rudloff, S.D.
Savage, R.C.
Scerine, J.A.
Schubert, D.W.
Sevier, W.B.
Steward, D.P. 3/01/2001R; 5/31/04
Stosberg, C.M.
Wahlers, M.L.
Walker, E.J.
Weadon, J.M. III
Webb, E.R. Jr.
Wheeles, N.L.
Wood, N.E. Sr.
Wood, S.K. 10/23/2000

**74TH RECRUIT CLASS
EMPLOYED JULY 1, 1997**

Allen, L.H. Jr. 9/25/97
Bennett, J.A.
Benzie, M.E.
Bracker, M.S.
Bradley, C.N.
Burckhardt, R.A.
Burr, W.L. III
Cox, J.D.
Duppung, C.M.
Eidson, J.E.
Eisterhold, D.M. 3/15/2003
Fessler, R.T.
Freeman, M.L.
Green, J.A.
Gruben, B.C.
Harrison, A.M.
Hulse, J.D.
Hunn, T.P. 1/06/2006
Hunter, C.M.
Kahler, A.J.
Kixmiller, T.M. 9/23/2002
Krupka, D.D. Jr. 12/17/2002
Larson, C.E. 11/01/99
Mason, C.S.
Miller, N.J.
Noack, J.G.
Oliver, W.E.
Pace, J.M.

Pettit, C.D.
Pithan, J.A.
Polodna, M.T.
Poynter, N.R.
Ray, W.D. 10/24/99
Richardson, S.R.
Richert, R.J. 6/23/98
Root, C.B.
Roussel, D.E.
Scott, C.F.
Shinkle, N.J.
Turner A.R. 10/06/2003
Ziegler, T.B.

**75TH RECRUIT CLASS
EMPLOYED FEBRUARY 1, 1998**

Abel, W.H.
Altermatt, S.D.
Atkins, A.F.
Baker, B.F.
Bible, T.A.
Blankenship, D.F.
Boyd, D.L.
Burns, S.L. 1/13/00, DWE
Carnagey, D.B.
Cluver, J.J.
Crites, J.N.
Croze, W.J.
Crouch, S.W.
Cullinan, C.N. 12/18/99
Daniel, B.L.
Dill, A.R.
Downey, M.C.
Fisher, K.M.
Fugett, J.D.
Gardner, T.B. Jr.
Gates, S.S. III
Gertson, J.L.
Gisselbeck, S.R.
Halford, M.A.
Hampton, K.G.
Headley, T.D. 6/01/99
Hicks, M.W.
Howard, G.N.
Jolly, C.S.
Kinsey, K.A.
Krehbiel, J.W.
Phillips, R.L. Jr.
Pool, C.A. 2/02/2002
Rhodes, M.S. 5/28/2002
Schmitt, C.T. 10/30/2000
Shanika, R.M.
Shannon, C.K.
Stoddard, L.D.
Tucker, C.W.
Ussary, B.D.
Ward, G.D.
Whittle, M.L. 11/15/2003
Williams, D.F. 11/30/2000
Williams, T.L.
Williamson, E.D.

**76TH RECRUIT CLASS
EMPLOYED JANUARY 1, 1999**

Adams, M.D.
Atkinson, N.R.
Ayers, R.L.
Bryant, C.J. 6/06/2002
Byrnes, R.B. Jr.
Clair, C.M.
Dean, K.L. 3/08/2004
Gayer, T.A.
Graue, J.S.
Hackman, E.W.
Henry, A.A.
Hogue, C.A.
Holmes, A.E.
Huber, J.G. Sr.
Israel, B.L.
Jones, M.M.
Keathley, L.J.
Logan, B.C.
Mason, J.L.
McBride, V.R.
Owsley, J.S. 9/13/99
Ream, B.D.
Reed, M.K. 4/01/2003
Rowe, S.R.
Santiago, N. Jr. 11/13/2003
Schiereck, J.D. 6/30/2000
Schmidt, B.L. 7/09/2003
Shaul, R.W.
Stewart, J.S.
Taylor, D.E.
Walley, M.K. 5/05/2002
Wheeler, J.D.
Wilmont, K.D.

**77TH RECRUIT CLASS
EMPLOYED MARCH 15, 2000**

Blaylock, E.A.
Brumble, J.S.
Campbell, S.M.
Carey, S.A. 5/29/2004
Cody, M.J.
Dawson, T.L. 1/9/2001
Dick, J.W. Jr.
Dillon, A.V.
Eakins, R.W.
Engelhard, D.E.
Fox, B.J.
Helfrecht, A.C.
Hill, T.R. III 11/19/2002 DWE
Hoffeditz, B.P.
Howell, J.C.
Hux, S.M.
Joyner, P.A. 2/05/2005
Kicker, C.R.
Kinney, A.M.
Krause, L.M. 12/15/2001
Mathews, N.W.
May, J.B.

McGinnis, R.B.
Murrill, M.D.
Nelson, T.R.
O'Sullivan, B.P.
Ogden, R.D. 11/16/2001
Pope, B.K. 2/20/2004
Potter, T.R.
Rongey, J.J.
Rutledge, K.J.
Schafer, R.W.
Sitton, S.S.
Sizer, S.L.
Slaughter, M.G.
Stewart, R.A.
Vasquez, M.P. 1/26/2001
Vernon, H.G.
Watson, T.P.
Weadon, J.L.
Weddle, G.A.

**78TH RECRUIT CLASS
EMPLOYED JANUARY 16, 2001**

Almond, K.A.
Anders, B.M.
Andrew, M.A. 2/28/2005
Armstrong, A.A.
Arnold, R.B.
Bahr, R.W.
Brown, D.H.
Burgett, R.T. Jr.
Caban, D.R. 11/16/2001
Carello, D.R.
Cheaney, A.F.
Christmas, D.S.
Coleman, J.P.
Cravens, J.A.
Crewse, S.J.
Dixon, S.M.
Dougherty, S.M.
Drummond, B.J.
Erpenbach, T.E.
Flanigan, J.C.
Flynn, S.M. 12/02/2001
Fox, W.C.
Franklin, D.S. 11/25/2003
Geier, B.J.
Hendrix, G.H.
Holman, B.D.
Jones, B.C.
Kasichke, K.J.
Kelley, B.E.
Kolb, E.R.
Little, P.J. 8/7/2005
McAttee, A.G.
McCullough, J.L.
Mitchell, T.O.
Moder, W.J.
Newton, M.L. 5/22/2003 KOD
Norrid, C.L.
O'Brien, A.A.
Owens, R.D.

Petlansky, M.A.
Pointer, N.A. 11/26/2001
Pryor, K.J. 12/03/2001
Riley, D.W.
Salfrank, S.M.
Spradley, P.R. 12/01/2001
Thornhill, D.G.
Toal, J.M.
Turner, T.J. 11/10/2001
Walker, R.A.
Ward, K.C.
Watson, R.L. Jr.
West, R.C.
White, B.M.
White, J.L.

**79TH RECRUIT CLASS
EMPLOYED OCTOBER 16, 2001**

Armistead, J.L.
Baldwin, K.A.
Benson, N.C.
Ellsworth, J.L.
Fowler, B.J.
Green, K.A.
Greenan, R.M.
Hilburn, T.W.
Huffman, D.A.
Klapmeyer, J.D. 7/03/2002
Lynch, J.P.
Mattingly, J.M.
McBride, D.J.
Mitchell, T.O.
Odle, B.D.
Primm, G.D.
Raney, B.N.
Reynolds, M.S.
Sarakas, P.G.
Walton, C.W.

**80TH RECRUIT CLASS
EMPLOYED OCTOBER 20, 2002**

Adams, T.J.
Ahrens, W.V.
Bell, A.J.
Blackmon, C.R.
Bone, C.W.
Brooks, B.E.
Carpenter, S.D.
Comer, B.N.
Crank, D.W.
Crewse, R.D.
Cross, G.L.
Cunningham, S.W.
Davies, C.T.
DeGraffenreid, M.D.
Elliott, L.S.
Faber, J.M. III
Farmer, J.D.
Fennewald, M.P.
Foster, S.N. Sr.
Germann, B.R. 10/21/2005

Halford, M.T.
Harms, T.M. 5/20/2005
Henson, R.W. 9/11/2003
Johnson, G.T. 8/26/2003
Johnson, J.P.
Johnson, J.S.
Johnston, J.R.
Johnston, J.D.
Laughlin, W.L.
Link, B.A. Sr. 9/10/2003
Luikart, B.J. 1/27/2004
Marlin, J.C.
Michajliczenko, A.H.
Morris, K.C.
Newman, L.M.
Parrott, C.D.
Poulson, A.W.
Powell, D.R.
Reichert, C.W.
Reuter, D.R.
Sanders, K.R.
Seymore, B.M.
Sowers, B.K.
Stegeman, T.D.
Taibi, C.A. Jr.
Thomas, J.S.
Thompson, D.R.
Thompson, R.S.
Torbeck, A.G.
Utterback, C.E.
West, G.L. Jr.
Williams, G.N.
Wilson, J.A.
Winter, C.A.

**81ST RECRUIT CLASS
EMPLOYED JUNE 29, 2003**

Ballard, S.A.
Brashear, B.J.
Bratton, N.T.
Choate, J.W.
Gordon, M.M.
Harper, C.M.
Harpster, T.L.
Henderson, J.E.
Hourihan, T.J.
Huenink, K.J.
Huff, B.K.
Hurt, J.L.
Koch, M.B.
Lewis, J.A. 2/03/2004
McCrary, B.D.
Miller, T.S.
Mosley, T. V.
Potocki, J.M.
Roberts, G.K. 3/27/2004
Salmons, B.H.
Sauer, J.R.
Siegfried, D.E.
Smeltser, S.P.
Spring, D.A.
Stewart, T.D.

**82ND RECRUIT CLASS
EMPLOYED January 18, 2004**

Bickell, D.A.
Brown, E.F.
Davidson, J.D.
Decker, J.L.
Dieckman, T.D. 2/18/2005
Force, S.J.
Ganime, E.J.
Garton, T.N.
Griffin, B.C.
Isringhausen, S.D.
Jenkins, T.R.
Long, S.W.
Lowary, J.E.
Moore, B.A.
Parr, R. J.
Rhodes, S.W. 11/21/2005
Robinson, K.S. 5/28/2005
Rogers, D.E.
Sandoval, A. Jr.
Smith, R.S.
Testerman, T.S. 11/30/2004
Walters, K.R.
Young, T.E.
Zach, J.R.

**83RD RECRUIT CLASS
EMPLOYED OCTOBER 18, 2004**

Arbuthnot, C.M.
Blankenbeker, B.J.
Breitbach, J.R.
Collins, J.W.
Creasey, R.C.
Cross, A.L. 8/02/2005
DunFee, C.G.
Fisher, M.P.
Gibson, R.R. Jr.
Goolsby, T.I.
Green, T.N. 11/22/2005
Griffin, A.K.
Griggs, S.M.
Hill, C.A. 7/11/2005
Hoemann, H.H. II
Hollmann, T. J.
Jones, D.K.
Keathley, J.L.
Kessler, E.R.
Lacey, J.A.
Lange, B.R.
Lashmet, W.S.
Lloyd, W.K. 8/17/2005
McDaniel, N.H.
McTheeney, J.E.
Metteer, R.A. Jr.
Ogden, J.D.
Pounds, D.B.
Reed, D.B.
Schmidt, M.R.

Schmutzler, K.A.
Vannada, R.L.
Wheetley, J.R.
Wilhoit, R. J.
Williams, T.J. 11/14/2005
Williams, T.M.
Wilt, C.B.

**84TH RECRUIT CLASS
EMPLOYED MAY 31, 2005**

Acree, J.C.
Buchheit, S.V.
Clark, C.C.
Croft, T.S.
Dinges, D.C.
Fenton, G.R.
Garrison, J.V.
Heldenbrand, R.L.
Koch, W.R.
Kriete, E.R.
LeeMasters, J.D.
LoMedico, M.B.
Morice, M.E.
North, C.J.
Peabody, J.E.
Piccinino, J.D.
Stanley, S.L. 1/27/2006
Tyrrell, E.L.
Vaughan, R.D.
Veasman, J.A.

Roll Call ...



*Tribute to the fallen heroes of the
Missouri State Highway Patrol.*





Sergeant Benjamin "Ben" O. Booth

Badge #13
10-42 ... June 14, 1933

Benjamin "Ben" O. Booth was born November 22, 1895, near Santa Fe, MO, the youngest child of John and Alice Booth. He was raised on a farm in Monroe County and graduated from Perry High School in Perry, MO. Booth was married August 18, 1923, to his hometown sweetheart and childhood neighbor, Alice Reed, in Detroit, MI, where he had gone to work for Ford Motor Company. Booth served in the United States Army in 1917 and 1918 during World War I. A son, Wesley Reed Booth, was born to the marriage on September 30, 1924, and a daughter, Alice Owanna Booth, was born December 6, 1925. Booth affectionately referred to his son and daughter as "Monk" and "Pussum."

Booth served as an officer with the Columbia, MO, Police Department, but immediately became interested in the Missouri State Highway Patrol when he learned of its creation. Booth was an original member of the Missouri State Highway Patrol and attended the academy in St. Louis, MO, as part of the First Recruit Class. Upon graduation from the academy, Booth was made a sergeant and assigned to Columbia, MO, where he and his extended family lived at 708 Rangeline Drive. Sergeant Booth's in-

laws had lost their residence in the depression and moved in with Sgt. Booth and his family.

On the morning of June 14, 1933, Sgt. Booth enjoyed his day off with his children, Wesley and Owanna, at the J.C. Penney's store in Columbia, MO. Sgt. Booth bought Wesley a pair of shoes and Owanna a green dress with matching pants. Despite the desperation of the times, Sgt. Booth also bought his young daughter a black, Scottie dog pull along toy. Owanna played with the toy as soon as she arrived home.

Sgt. Booth was called to work on his day off to man a roadblock at the intersection of U.S. Highway 40 and U.S. Highway 63, just north of the Booth residence following a bank robbery in Mexico, MO. Sgt. Booth was joined at the roadblock by Boone County Sheriff Roger Wilson.

At the roadblock Sgt. Booth approached a 1932 Ford V-8 Coupe on the passenger side. As he tried to open the door, Sgt. Booth was shot in the left leg by the passenger. Sheriff Wilson approached the car and fired once, but was killed by a shot to the head through the windshield. As Sheriff Wilson was shot, Sgt. Booth had pulled the passenger from the vehicle and was struggling with him.

The driver ran around and shot Sgt. Booth in the back, causing Sgt. Booth to release his grip. To ensure Sgt. Booth's death, the passenger returned to the car, got his weapon, held it against Sgt.



The first recruit class was photographed in groups of seven or eight, as in the photo above. Recruit Ben Booth is seated, the first man on the left.

Booth's prone body, and fired again. The two weapons used on Sgt. Booth and Sheriff Wilson were a .38-caliber revolver and a .45-caliber, semi-automatic pistol. Witnesses at the scene were able to obtain a partial license number on the vehicle as it fled east from the scene.

Sgt. Booth was transported to the hospital by patrol car. Reportedly, he was able to push himself up in the seat with his elbow as he was driven past his residence. The Booth children had been playing in the yard the day of their father's murder, and saw and heard the emergency equipment move into and out of the area. Sgt. Booth died en route to the hospital. A neighbor, Rose Christian, whose children were playing in the Booth's yard with Wesley and Owanna, came over to the Booth residence and called her children home. Mrs. Christian's husband, Sport, who was a fireman, came over to the Booth resi-

dence and told them Sgt. Booth had been killed.

Sgt. Booth and Sheriff Wilson lay in state in the Boone County Courthouse rotunda so the public could pay its respects. Sgt. Booth's body was later moved to the Booth residence before the funeral at the Christian Church in Columbia. Sgt. Booth was laid to rest in Columbia Memorial Park Cemetery.

The murders of Sgt. Booth and Sheriff Wilson occurred just three days before the infamous Kansas City Massacre at Union Station in Kansas City, MO. Due to that fact, the investigation initially focused on the involvement of Pretty Boy

Floyd. After several months of undercover operations by members of the Patrol, Captain Lewis Means was able to identify two other men as the killers. Francis McNeilly was questioned in Iowa by Capt. Means and confessed to the crime. McNeilly implicated George McKeever, who was being held in prison in South Dakota. McNeilly was sentenced to prison and McKeever was publicly hanged on December 18, 1936, in Fulton, MO.

Sgt. Booth's family was left to put the pieces of their lives back together starting only with the \$2.50 Sgt. Booth had in his pockets when he was killed. Sgt. Booth's widow, Alice, was faced with a future of two children, two live-in parents, and no income. There were no death benefits for Patrol members at the time. The Booths owned a Graham-Paige automobile, however, Mrs. Booth had never learned to drive. The vehicle was eventu-

ally sold to pay bills. Other troopers in the area would drive Mrs. Booth to the store or deliver groceries on their patrol motorcycles. Mrs. Booth attended night school for six weeks to learn bookkeeping. After completing night school, Mrs. Booth got a job with the state in Jefferson City. She would ride a bus to and from Jefferson City, then be home for a short time before she walked to and from her night job at Eagle Dairy in Columbia. Mrs. Booth would leave home in the morning at 6 a.m. and return from her night job at approximately 10 p.m. each day. Mrs. Booth paid Sadie Washington \$5 a week to take care of the children during the time she was working.

Mrs. Booth made sure her children had a meal every night. According to Owanna, in 1934, Mrs. Booth ate mashed crackers in milk for supper every evening. Owanna Booth was 12 years old when she heard her mom tell Sadie Washington, "If it wasn't for those kids, I'd go jump in a lake. I'm so tired." Owanna made a commitment at that time to take care of her mother for the rest of

her life. Alice Booth ended up living with Owanna and her family the last 25 years of her life.

Alice Booth was determined to make her way in the world with the limited resources available to her and her family. On the day that Owanna graduated from high school, her mother asked her to stop by the funeral home and pay the last 50 cents due for Sgt. Booth's funeral.

Sgt. Booth was described as a dedicated, family man who would give children rides in his motorcycle sidecar when he was a Columbia police officer. On one occasion Sgt. Booth and a Columbia police officer were sent to dispatch two goats that had been left tied to a fence by a traveling circus. Sgt. Booth and the officer decided that rather than destroy the goats they would each take one home. The Booth goat was named "Old Bill". Sgt. Booth built a cart for the goat to pull to the icehouse. Upon returning from the icehouse, Sgt. Booth would let "Old Bill" pull the children around in the yard before he disconnected the goat from the cart.



The first recruit class prepares for graduation ceremonies on November 5, 1931.

Wesley Booth became an architect for Better Homes and Gardens Magazine in Des Moines, Iowa, and died in 1992. Wesley had three children, two daughters and a son, whom he named Ben Booth. Owanna Booth became an accountant for Federated Funeral Directors and married Wayne Allen, a newspaper, movie and television critic who died in 1996. The Allens had three children, two sons and a daughter. Owanna Booth Allen lives in Springfield, IL.

Alice Booth died April 25, 1983, one day after Sheriff Wilson's widow died on April 24, 1983, nearly 50 years after the murders. After her mother's death, while going through her mother's things, Owanna Booth Allen discovered a letter that crumbled in her hand when she opened it. Within the letter were four \$10 bills with a note that read, "Take this so the children can have Christmas." The letter was signed by Troopers A.R. Cushman, J.G. McCann, R.G. Breid, and P.C. Burge.

Owanna never again played with the toy, Scottie dog she had been given by her father on the day of his murder. It remains encased in glass in her living room.

(Note: Lt. James P. Ripley, Troop A, researched and wrote this profile in 2004.

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Trooper

Fred L. Walker

Badge #126

10-42 ... December 3, 1941

Fred L. Walker was born May 23, 1908, near Lathrop, MO, the sixth of 10 children, to James Oliver and Lenna Walker. He was raised on the family farm in Clinton County with his five brothers and three sisters. His middle name, Longfield, was given to him in honor of the family doctor in Lathrop. Walker graduated from Lathrop High School on May 19, 1927.

Fred Walker was an outstanding athlete who excelled in track and field at Missouri Wesleyan College in Cameron, MO, and Baker University in Baldwin City, KS. Walker accumulated over 25 medals in the low hurdles, high hurdles, and long jump. In the 1930 Baker University Yearbook was written, "Walker was high point man for Baker in every dual meet and also in the Kansas conference meet. He holds the present school records in both the high and low hurdles, and is recognized as one of the best hurdlers in this section of the country." Walker also played football at both colleges.

Following college Fred Walker became the football coach at Gallatin High School. On July 1, 1937, he began his career as a member of the Missouri State Highway Patrol. Trooper Walker's recruit class was trained at Camp Clark in Ne-

vada, MO, and graduated on August 2, 1937. Among Tpr. Walker's classmates were two future Patrol superintendents, Colonel H.H. Waggoner and Colonel E.I. Hockaday. Upon graduation, Tpr. Walker was assigned to Troop C Headquarters. In November 1940, he requested and received a transfer to Festus, MO, in Jefferson County.

On December 28, 1940, the *Kansas City Star-Times* reported Tpr. Walker, while off-duty, had captured two convicts that had escaped from the Iowa State Penitentiary in Fort Madison, Iowa. Tpr. Walker was off-duty in civilian clothes "on the Daniel Boone Parkway west of Gumbo," when he noticed a car with a "mud covered license." Tpr. Walker signaled for the driver to stop, and after a brief chase the two convicts exited their vehicle with their hands up. The *Star-Times* reported, "Walker was surprised to see them in prison clothes. They were driving a car stolen from Salisbury, MO." The two convicts had escaped from prison while serving life sentences for murder and robbery.

On Tuesday, December 2, 1941, Tpr. Walker stopped a newer model car near Bloomsdale in St. Genevieve County. Unbeknownst to him, the vehicle had been stolen near Bonne Terre. The occupants of the car, George Alvin King, age 17, and Norman Votaw, age 20, both of Centralia, IL, were quickly handcuffed by Tpr. Walker and placed in his patrol car for transportation to Festus approximately 25 miles away. Less than one-half mile into

the trip one of the prisoners drew a concealed pistol and shot Tpr. Walker.

The subjects threw Tpr. Walker from the patrol car and took his service revolver. They fled south from the shooting scene in Tpr. Walker's patrol car. Tpr. Walker crawled part of the way to a farm near where the stolen vehicle had originally been stopped, and was transported in the stolen car by the owner of the farm, George Long, to Crystal City. Tpr. Walker told Long that he had been shot with a gun he had missed on the two subjects. Tpr. Walker was transported by ambulance from Crystal City to Barnes Hospital in St. Louis. Less than an hour after the shooting Tpr. Walker's patrol car was recovered abandoned with his Patrol issued shotgun and rifle still in the vehicle.

Tpr. Walker's younger brother, Herb was a bus driver for the City of Hannibal. Herb and his wife, Edith Allene, were notified of the shooting of Tpr. Walker and drove to Barnes Hospital immediately. A dense fog prevented other family members from arriving at the hospital since most of them lived on the western side of the state. When Herb and Allene arrived at the hospital Tpr. Walker was in an oxygen tent. At the sight of his brother's critical plight Herb Walker passed out. Tpr. Walker was conscious and inquired as to why they had come to the hospital. Tpr. Walker succumbed to his wounds and died on December 3, 1941.

An intense 20-hour manhunt resulted in the capture of the two killers in Perryville, MO, just prior to Tpr. Walker's death. The suspects confessed their crime, but initially stated Tpr. Walker had been accidentally shot in a scuffle for his revolver. They later admitted that they decided to, "fight it out and escape using a gun Tpr. Walker had overlooked in searching".



Fred Walker set school records in both high and low hurdles at Baker University.

Tpr. Walker was laid to rest in Lathrop, MO, on Saturday, December 6, 1941.

On January 17, 1942, George Alvin King and Norman Votaw were each sentenced to 99 years in prison after they pleaded guilty to second degree murder. In a plea to the court their attorney "blamed their poor environment for their crime. He asserted their home life had not been conducive to good morals and character."

On February 1, 1942, a bronze plaque was presented to Troop C by "Festus and Crystal City Friends" in honor of Tpr. Walker. A newspaper article read, "Tpr. Fred Walker made a lot of friends in the twin-city area and those who knew him

well were outraged when two young auto thieves from Illinois fatally wounded him last month." The inscription on the plaque, which still hangs in Troop C Headquarters, reads:

IN MEMORY OF
TROOPER
FRED L. WALKER
MISSOURI STATE
HIGHWAY PATROL
TROOP C
DIED DECEMBER 3, 1941
FROM WOUND RECEIVED
IN LINE OF DUTY

On August 9, 1943, Tpr. Fred Walker's younger brother, Herb, the seventh of the Walker children, became a member of the Missouri State Highway Patrol. Tpr. Herb Walker was stationed at Troop A in Lee's Summit. Sergeant Herb Walker retired from the Missouri State Highway Patrol on October 31, 1972. Sgt. Herb Walker's son, Charles E. Walker, became a member of the Missouri State Highway Patrol on January 1, 1966, and retired as a sergeant from General Headquarters on August 31, 1994. Charles Walker was a toddler at the time of his uncle's death. Herb and Allene Walker had a second

Tpr. Fred Walker stands with his patrol car.

son after Tpr. Walker's murder and named him Fred.

Sgt. Herb Walker's widow, Alene, lives in Lee's Summit and retains the collar brass, displaying Badge 126, Tpr. Walker wore at the time he was shot along with the track and field medals from his illustrious college career.

(Note: Lt. James P. Ripley, Troop A, researched and wrote this profile in 2004.

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Trooper

Victor O. Dosing

Badge #22

10-42 ... December 7, 1941

Victor O. Dosing was born August 31, 1907, in Bonne Terre, Saint Francois County, MO, the oldest of two sons, to Martin and Ona Aberley Dosing. A second son, Elmo James Dosing, was born May 1, 1923. Victor Dosing graduated from Flat River High School in 1926, where his father was a shop teacher. Following high school, Dosing attended the University of Alabama for one year where he studied chemical engineering. Elmo Dosing became deathly ill during the time Victor attended school in Alabama, so Victor left school to be with his family in Texas where his young brother was hospitalized. Eventually, Elmo Dosing recovered and the family returned to Missouri where Victor attended Flat River Junior College.

Victor was a star athlete at Flat River Junior College and later at Central Methodist College in Fayette. The Flat River Yearbook reported, "Victor Dosing, Fullback — Brute strength and the initiative to put it into play were the qualities possessed by 'Vic'. He is a powerful plunger and late in the season, developed into a first class punter." A second description of his football prowess was described in 1929 by Central Methodist College, "Victor Dosing, R. Tackle — Vic proved to be a source of trouble to many a surging ball carrier who sought to gain passage

through the line. His aggressive spirit was remarkable." Victor received an associate's of arts degree from Flat River Junior College and a bachelor's of arts degree in chemistry from Central Methodist College in May 1931.

On May 10, 1931, Victor Dosing married Muriel "Rosalie" Settle from Fayette in Marshall, MO. On October 5, 1931, Victor O. Dosing was sworn in as an original member of the Missouri State Highway Patrol and attended the academy in St. Louis, MO. Upon graduation from the Academy, Trooper Dosing became one of the first two Missouri State Highway Patrol officers assigned to Springfield, MO.

On January 14, 1933, a daughter, Jo Ann, was born to Victor and Rosalie. In July 1934, Tpr. Dosing requested and received a temporary 90-day transfer to Troop C in St. Louis. Tpr. Dosing requested the transfer because his daughter was to have surgery for a congenital dislocation of both hips. In Tpr. Dosing's request was written, "Cost of maintaining separate quarters for my wife in St. Louis as well as my desire to be near the baby make me desire this transfer." Jo Ann Dosing wore casts on both legs for approximately eighteen months during which time her father carried her and cared for her on a daily basis despite the rigorous work hours imposed upon him by the Patrol.

On May 1, 1939, a second daughter, Janet Lee, was born. By the time of Janet's birth, Victor had firmly entrenched himself as a hero to his daughter Jo Ann. Jo



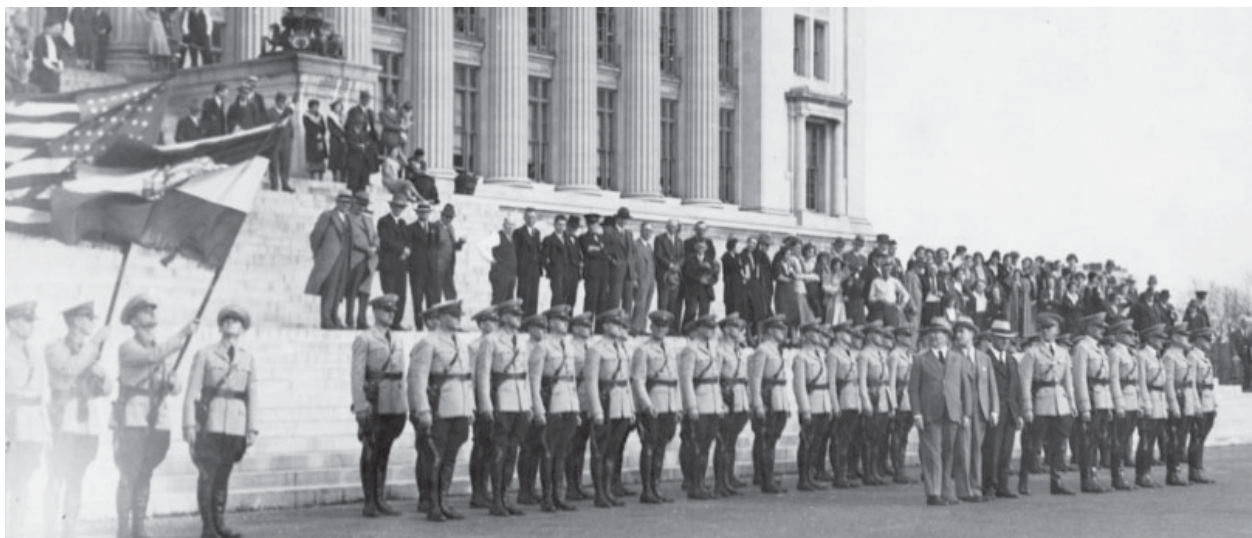
The first recruit class was photographed in groups of seven or eight, as in the photo above. Recruit Vic Dosing is standing, the first man on the left.

Ann recalled, “My dad was my hero.” Jo Ann, affectionately called “Squirt,” by her father, remembered Tpr. Dosing walking the floor with her when she was sick. On one occasion, Jo Ann decided to try on her father’s handcuffs, which necessitated a trip to the old Troop D Headquarters on

Fremont Street in Springfield to obtain a key. Tpr. Dosing also attempted to entertain his daughter with a ride on his Patrol motorcycle. The aborted trip ended with Jo Ann falling off in the yard before they reached the street. Tpr. Dosing made no secret of his dislike for his assigned motorcycle.

Tpr. Dosing proved to be a dedicated officer on the Patrol who routinely received commendations for his actions. Motorist assists, intoxicated driver arrests, courtroom testimony, apprehension of auto thieves, and the capture of two New Jersey robbery suspects are among the actions for which those outside of the Patrol felt it necessary to note his exemplary performance.

On April 27, 1941, Tpr. Dosing was returning to Troop D from Jefferson City when he laid down his motorcycle in an attempt to avoid striking another vehicle which braked to avoid striking a third vehicle. The freshly oiled roadway and the



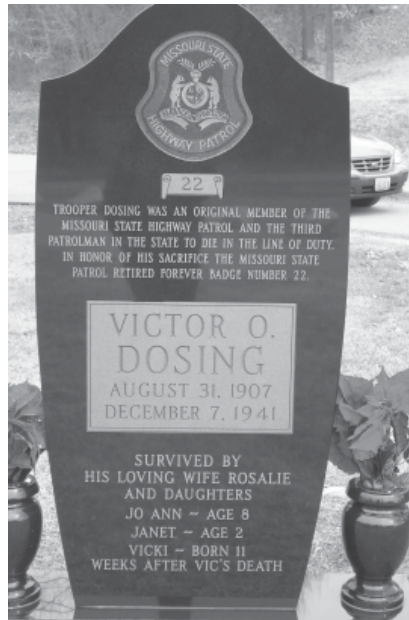
The first recruit class is presented to legislators and the public at Missouri’s Capitol after graduating in 1931.

slide across the roadway slightly damaged the motorcycle but destroyed the new uniform shirt and breeches worn by Tpr. Dosing. Tpr. Dosing requested and received reimbursement, from the Patrol, in the amounts of \$9.50 for the shirt and \$15.50 for the breeches.

Tpr. Dosing served as a safety officer in the Springfield schools and was conscientious in his concern about bicycle safety when speaking to the students. Jo Ann Dosing experienced the level of his commitment when she was grounded for riding her bicycle with no hands. Tpr. Dosing's excitement about providing her with that bicycle during the previous Christmas overwhelmed him as he brought the new bicycle into the residence at midnight honking the horn.

On Sunday, December 7, 1941, the Dosing family sat down to eat their Sunday dinner when a telephone call caused Tpr. Dosing to report for duty. Mrs. Dosing had prepared a chocolate pie, a favorite of Tpr. Dosing. Before he left Tpr. Dosing looked at his daughter, Jo Ann, and said, "Don't eat my pie, Squirt." Those were the last words Jo Ann ever heard spoken by her father and hero.

On Sunday, December 7, 1941, as the world moved closer to the astonishing news of the Pearl Harbor attack, Tpr. Victor O. Dosing and Trooper Sam Graham responded to the Coffee Pot Cafe in Galloway near Springfield. The troopers had received information that a vehicle stolen from a car lot following the murder of the night watchman in Little Rock, AR, had been located parked behind the cafe. The coffee pot shaped building had an apartment upstairs above the cafe where the



On December 7, 2004, a memorial honoring Trooper Vic O. Dosing was placed near where Tpr. Dosing was shot and killed in the line of duty on Dec. 7, 1941. The shooting occurred at the Coffee Pot Cafe, one mile south of Galloway on U.S. Highway 65.

officers were advised that Army Private Milan J. Nedimovich had been staying with a 19-year-old waitress, Margie Smith. Ironically the homicide victim's daughter had been en route to her father's funeral in Arkansas, when she and her husband were told at a nearby service station that a young soldier who was at the Coffee Pot Cafe was driving a vehicle matching the description of the vehicle stolen when her father was murdered. This sequence of events led to the arrival of Troopers Dosing and Graham at the cafe parking lot where they met the local constable John Love and Justice of the Peace A.F. Stubbs.

Troopers Dosing and Graham walked up the exterior steps to the second story apartment in an attempt to arrest Nedimovich whom Tpr. Dosing knew from a previous arrest in Springfield for being AWOL and asleep in a stolen car. As Tpr. Dosing grabbed the doorknob the door was quickly opened and Nedimovich fired a shot from a Harrington-Richardson, .38-caliber pistol killing Tpr. Dosing instantly. Nedimovich also critically wounded Tpr. Graham with a second shot. Nedimovich retreated back into the room as he was

fired upon by Justice Stubbs, who was armed with a pistol borrowed from the son-in-law of the Arkansas homicide victim. Nedimovich obtained Tpr. Dosing's sidearm and pointed his (Nedimovich's) gun at his hysterical girlfriend and pulled the trigger. The gun did not fire and he subsequently shot himself to death with Tpr. Dosing's gun.

In the aftermath of the shooting Tpr. Graham reported the incident by traveling to a different location to use the telephone, but was overcome by his own injuries on his return trip to the cafe. The post shooting investigation revealed that Nedimovich was responsible for the murder of Tpr. Dosing, the Little Rock, AR, victim, and a third, unrelated, Missouri homicide of a victim who had given Nedimovich a ride while en route to visit his mother who was gravely ill.

The murder of Tpr. Dosing had occurred only four days after the murder of Trooper Fred Walker in St. Genevieve County. Troopers from Troop E return-

ing from the funeral of Tpr. Walker, who had been buried in Lathrop, MO, were the first officers on the scene following the shooting as they were passing through Springfield at the time.

Rosalie Dosing, who was pregnant with the Dosings' third child, was bedridden from complications from her pregnancy when she was notified of her husband's murder. Eight-year-old Jo Ann Dosing was in the living room of their residence reading the Sunday funny paper when she heard her mother's scream from the bedroom. Shortly thereafter one of the men came out to her and told her that her father had been killed.

Despite the gravity of the attack on Pearl Harbor, the Monday, December 8, 1941, Springfield Daily News had the headline of Tpr. Dosing's murder above the headline of the Japanese attack. The accompanying article included the complete four-page written statement of Nedimovich's girlfriend, Margie Smith.



Retired Sgt. Don Richardson stands with the Dosing children (left to right) Janet Lee, Jo Ann, and Vicki Ona. (2004)

Tpr. Dosing's funeral was handled by the Herman H. Lohmeyer Funeral Home in Springfield. Though it was winter, Jo Ann Dosing wore a summer weight dress to the funeral, which was white with red polka dots and a sailor's collar, because it was her father's favorite. Patrol Superintendent Stanley Ginn asked each member of the Patrol including radio personnel to submit five dollars to assist with the funeral expenses and additional funds needed by the Dosing family. The Patrol was able to pay the \$404 total for the funeral and to provide Mrs. Dosing with an additional \$515. Colonel Ginn also required each member to provide \$3.15 for the funeral expenses of Tpr. Walker, who was not married.

Rosalie Dosing wrote the following letter to Colonel Ginn to express her appreciation:

Dear Colonel Ginn:

I wish to express to each officer and trooper of the Patrol, my appreciation for your generosity. It is a reminder to me of the loyalness of an organization of which my husband was proud to be a member.

*Very Sincerely
Mrs. V.O. Dosing*

In the aftermath of the murder, the Dosing family tried to pick up the broken pieces of their lives. Rosalie Dosing had no marketable skills and had to attend school to prepare for employment following the birth of the third Dosing daughter, Vicki Ona, on February 22, 1942. Jo Ann Dosing was able to complete the school year in Springfield, but the following year she was sent to live with her grandparents in St. Louis and attended school there for two years.

Her sisters were sent to live with family friends in Springfield, so Mrs. Dosing

could earn a living. Each Friday, with few exceptions, Martin and Ona Dosing would put their young granddaughter on a train to Springfield so she could see her mother, and each Sunday evening she would return to St. Louis by train. Jo Ann Dosing stated she had to grow up fast given the situation her family faced. She returned to Springfield for her sixth grade year where she remained throughout most of her life.

In August 1942, with three daughters to raise Rosalie Dosing went to work as a stenographer at Troop D Headquarters in Springfield. She worked there for 24 years and two months, and retired on November 1, 1966. Rosalie was remarried for a brief period of time but never recovered from the loss of her husband. She died February 1, 1981. She was buried next to her husband, Victor, in Maple Park Cemetery in Springfield.

Jo Ann Dosing graduated from Springfield Central High School in 1950. Jo Ann had two daughters and a son. She named her son Victor. She worked as a physician's assistant throughout her career and retired to Florida. Janet Lee Dosing is married with two daughters and remains in the Springfield area. She worked as a travel agent. Vicki Ona Dosing never married and lives in Surprise, AZ.

Jo Ann Dosing Brown has asked that the Lohmeyer Funeral Home bury her in the same cemetery as her parents, and that troopers serve as pallbearers. Jo Ann stated, "You have always been my family. I appreciate you and I love you. My dad was proud of what he did."

(Note: Lt. James P. Ripley, Troop A, researched and wrote this profile in 2004.

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Trooper Charles P. "Paul" Corbin

Badge #99
10-42 ... September 15, 1943

Charles Paul Corbin was born August 16, 1916, in Zalma, MO, which is in Bollinger County. He is the third of four children, to Charles Everett and Mildred Gertrude Corbin. Charles Everett Corbin moved to southeast Missouri in 1899, where he prospered in the lumber business. In 1904, Charles Everett Corbin opened a general store in Zalma and maintained a lumberyard. In 1918, the Corbin family moved to Lutesville, MO, where he continued in the lumber business. Charles Everett Corbin served on the Lutesville town board for several years and was mayor for two terms in the mid 1920s. Charles Everett Corbin was elected associate judge of Bollinger County and served from 1926 to 1929. Mr. Corbin was also a noted Baptist minister who preached through the area for over 40 years.

Paul Corbin was an active boy scout in his youth and lettered in varsity basketball at Cape Central High School. Paul was also an accomplished pianist.

Paul Corbin married Ruby Mae Niswonger of Cape Girardeau on September 4, 1937, in Oran, MO. Ruby had been married previously and had one child, Betty Jean Hawk. Paul and Ruby Corbin had two children, Seba June and Gale Paul. Seba had a birth defect and died shortly after birth in

1939. Gale Paul Corbin was born May 31, 1942.

Paul Corbin was a full-time member of the Missouri National Guard 140th Infantry when it was called to service in December 1940. He remained on active duty until June 1941 and attained the rank of sergeant major. Upon his release from the National Guard, Paul Corbin joined the Cape Girardeau Police Department until his appointment to the Missouri State Highway Patrol on December 22, 1941.

During his career with the Missouri State Highway Patrol, Paul Corbin was an



This photo shows a young C. Paul Corbin standing next to historic Cape Rock in Cape Girardeau, MO, prior to joining the Patrol.

avid fisherman who was also known for his physical presence. He was six feet two inches tall and weighed approximately 220 pounds. He was well known for his strength and weight lifting ability. Trooper Corbin was a motorcycle officer with both the Cape Girardeau Police Department and the Patrol. Tpr. Corbin received a Letter of Commendation from the FBI for capturing five Italian prisoners of war who had escaped from the POW camp in Nevada, MO.

On September 15, 1943, Tpr. Corbin was on patrol accompanied by Public Service Commission Inspector Ed Bilyeau north of Carthage when a transport truck and trailer struck his patrol car. Tpr. Corbin met the truck on a bridge as the truck struck the bridge and jackknifed into the path of the patrol car. Tpr. Corbin was killed instantly and Inspector Bilyeau was critically injured. The driver of the truck, Alfred Vastings, was held and charged with manslaughter but the charge was dismissed eventually.

Ironically, just days before being killed in the line of duty, Tpr. Corbin had received his draft notice for service in World War II. Tpr. Charles "Paul" Corbin was laid to rest in Memorial Cemetery in Cape Girardeau, MO. His father, Charles Everett Corbin, died June 14, 1955, and was buried next to his son.

Tpr. Corbin's widow, Ruby, was left to raise her children without any financial assistance, and had to take a job in a hospital laundry until she and her young family could move by bus back to Cape Girardeau to live with her mother. Ruby then worked in a shoe factory. She remarried approximately five years after the death of her husband.

Tpr. Corbin's death was used to emphasize the need for worker's compensation for state employees. The *Jefferson City News Tribune* reported in 1943 that State Representative Willard Tucker stated the death of Tpr. Corbin, "... again emphasized the



This photo of Trooper Charles P. Corbin and his son G. Paul Corbin was taken a few days before he was killed in the line of duty on Sept 15, 1943. Paul was one year old. About this photo, Paul said, "I've always felt he has been here in spirit to catch me if I started to fall."

imperative need of protection for state employees subjected to unusual hazards. The state of Missouri stands in the paradoxical position of excluding our own employees from the provisions of the Workmen's Compensation Act, which we force on every other employer in the state." As a result of this sequence of events, the Missouri Legislature passed RSMo 226. 160 in 1945, which authorized the Highway Commission to bring Highway Department and Missouri State Highway Patrol employees under the worker's compensation act if the commission chose to do so. Worker's compensation was not required for all state employees until 1969.

On January 1, 1966, Tpr. Corbin's son, Gale Paul, who was just over one year old



C. Paul Corbin wore his Missouri National Guard uniform with pride.

at the time of his father's death, became a member of the Missouri State Highway Patrol. Gale also chose to go by his middle name of Paul. Young Paul was assigned his father's badge number 99. G. Paul Corbin spent a large part of his career in the Patrol's Training Division where he rose to the rank of captain and served as the director of that division. G. Paul Corbin became an icon in the Training Division before moving to the Field Operations Bureau prior to retirement.

Upon his retirement in 1994, G. Paul Corbin became the chief of the Nevada Highway Patrol. In 1998, Chief Corbin re-

This photo of Trooper C. Paul Corbin's car was taken at the scene, after the crash that took his life.

turned to Missouri where he became chief of police in St. Charles, MO. He retired from the St. Charles Police Department in 2003.

Throughout his 32-year career, Captain Corbin was without peer in his dedication to the department and his father's memory. Capt. Corbin honored his father in the most fitting manner by his exemplary demeanor, behavior, and dedication to the Missouri State Highway Patrol. When Capt. Corbin retired, badge 99 was retired also.

On September 15, 2003, on the 60th anniversary of Tpr. C. Paul Corbin's death, U.S. Highway 71 through Jasper County, MO, was designated as the Charles P. Corbin Memorial Highway. U.S. 71 is the highway upon which Tpr. Corbin had been killed.

(Note: Lt. James P. Ripley, Troop A, researched and wrote this profile in 2004.

Lt. Ripley plans to write in-depth profiles about every fallen hero of the Patrol. Thank you, Lt. Ripley, for sharing the ones you've completed thus far.)





Trooper

Ross S. Creach

Badge #58

10-42 ... December 12, 1943

Ross Seldon Creach was born January 25, 1919, in Macks Creek, Camden County, MO, the third of eight children to Lester and Lena Christine Creach. The Creach family settled in Macks Creek in 1837 when Ross Creach's great-great-grandfather came to the area from Virginia in an ox-drawn wagon. Ross's father, Lester, was a schoolteacher who died August 31, 1930, when Ross was 11 years old. Lena became a postmaster in Macks Creek.

Ross graduated in 1935 from Macks Creek High School where his future father-in-law and mother-in-law served as the superintendent and principal, respectively. Ross Creach was introduced to his future wife, Charlotte Marie Harpham, when she walked into the Macks Creek High School for the first time and was struck in the head by a baseball thrown by Ross. Charlotte graduated from Macks Creek High School in 1937, and attended Warrensburg State Teachers College (now Central Missouri State University) where Ross was also a student.

After college Ross and Charlotte began their careers as teachers. Ross taught in Triplett, MO, in Chariton County, and Charlotte taught at a school near Oak Grove, MO. Charlotte signed a contract to teach in which she agreed not

to get married, but on November 23, 1940, they were married in Lebanon, MO. A son, William Ross Creach, was born on September 9, 1941.

Ross became disenchanted with the teaching profession and began his career with the Missouri State Highway Patrol on December 14, 1942. He attended academy training on the Missouri State Fairgrounds in Sedalia, MO. The officers were housed and trained in the administration building on the fairgrounds. The officers were assigned to the fairgrounds from December 14, 1942 to January 28, 1943 with the exception of the period from 5 p.m. on December 23 to 8 a.m. on December 28, so they could spend Christmas with their families.

Ross never learned to ride a bicycle, which contributed to his difficulty in mastering the art of motorcycle operation. His evaluation following the Academy read, in part, "He experienced some difficulty in motorcycle riding and it is doubtful he will make a good rider." Ross finished fourth in a class of 22 officers. Upon graduation Trooper Creach was assigned to live in Troop B, Macon.

Tpr. Creach's career began as the country was embroiled in World War II. The selective service status of members of the Patrol was constantly updated. On a correspondence dated December 4, 1943, from Troop B Commander Captain J.F. Shaw to Patrol Superintendent Colonel Stanley Ginn regarding Tpr. Creach's reclassification of selective service status Captain Shaw wrote, "(Tpr. Creach) does not want us to make a request for deferment as he



Tpr. Ross Creach, right, and a fellow officer are pictured.

feels that it is his duty to enter the service.”

Around that same time, an insurance salesman tried to sell Tpr. Creach a life insurance policy for his small but expanding family. Tpr. Creach told the salesman the only way to beat an insurance policy was to die and he did not plan to die.

On Sunday, December 12, 1943, two days before his first anniversary on the Patrol, Tpr. Creach was directing traffic as a trucking company attempted to remove a trailer from the ditch on U.S. Highway 36, five and one-half miles west of Shelbina, MO, in Shelby County. The trailer had been pulled from the ditch and was on the westbound lane with tractor-trailers in front and behind the disabled trailer. Tpr. Creach stood on the eastbound lane with a flashlight accompanied by a truck driver, who also had a flashlight. Flares were lighted at each end of

the line of trucks to caution oncoming traffic. At approximately 8 p.m., a westbound vehicle approached at a high rate of speed.

Tpr. Creach began waving his flashlight to signal the driver to slow down. As the vehicle approached, the truck driver ran from the roadway. Tpr. Creach was struck by the passing car and killed instantly. His body came to rest under the disabled trailer. The westbound vehicle continued after the impact with Tpr. Creach and turned around in the ditch past the westernmost tractor. The driver, Theodore Roosevelt Kendrick, exited his 1936 Ford Roadster, which bore the evidence of the impact with the young trooper, and approached the group of truck drivers who had been working at the scene. The drivers described Kendrick as intoxicated and wanting to fight. Kendrick stated that he had been drinking on Saturday and Sunday and could not remember anything from the time he left a tavern in Shelbina until he was told he had killed Tpr. Creach.

Charlotte Creach, who was pregnant, was at home in Macon, MO, with her son, William, when she received the news of her husband's death. Tpr. Creach's uncle came to Macon and took Charlotte and William to Macks Creek to prepare for the funeral.

The day of the funeral, December 16, was bitter cold as Tpr. Ross Creach was laid to rest at the top of a hill in the Macks Creek Cemetery. Charlotte Creach recalled seeing all of the flowers that had been delivered, frozen from the weather, and wondering how she was going to pay her bills and feed her family. Tpr. Ross Creach was removed from the state payroll on December 16, 1943, just four days after his death, with instructions to forward his paycheck to his wife.

On December 27, 1943, Theodore Roosevelt Kendrick was arraigned in Shelby County and entered a plea of guilty to the charge of manslaughter in the Circuit Court of Judge Henry Libby. Judge Libby in his pronouncement to the court, regarding Kendrick, stated, "I have known this boy all his life. He has many good qualities. I have always found him truthful and upright, [and] industrious. Among his finest qualities has been his love for his mother and his concern for

intoxicating liquors and the carelessness results from it in the driving of a motor on the highway. The sentence I impose here will not aid the deceased." Judge Libby eventually sentenced Kendrick to four years in prison. Judge Libby never mentioned Tpr. Creach by name despite his repeated praise of Kendrick. His only reference to Tpr. Creach was, "Here was this deceased, a patrolman out on the highway in the exercise and discharge of his duty."

Son to Wife of Slain Patrolman

VIENNA, Mo., January 25 —A nine-and-a-half pound son was born Sunday night to Mrs. Ross S. Creach at the home of her parents, Mr. and Mrs. E. D. Harpham, in Vienna.

The child's father, a highway patrolman, was killed when he was struck by a truck near Macon, Mo., a few weeks

Mr. and Mrs. E. D. Harpham are announcing the birth of a grandson, born to their daughter, Mrs. Charlotte Creach, Saturday evening. The little lad weighed 9 and 12 pounds and will answer to the name of Rickey Seldon. Dr. Howard was the physician and all concerned are doing nicely. Mrs. Creach has another son, Billy.

Mrs. Beulah Cunningham is av-

her. He has been cheerful and accommodating and heretofore a good citizen, an industrious, useful mechanic. I don't believe Ted Kendrick, as I knew him, ever willingly or consciously committed this act; but he did, under the statements here, indulge in the excessive use of intoxicants and got in an automobile and in a condition not such as to be able to drive it in a careful and prudent manner, drove it recklessly and perhaps, as in his confusion he states, blindly and without much knowledge, into and against the body of this man and caused his death. I am not minimizing the tragedy. On the other hand, I feel this man's plight has proceeded not from any bad or criminal motives, but rather from the excessive use of

Once again Colonel Ginn requested the rank and file of the Patrol contribute to assist with the funeral expenses and to provide additional funds to Tpr. Creach's wife and son. Eight hundred sixty-five dollars was collected from patrolmen and radio operators statewide. This collection paid the funeral expenses and provided Mrs. Creach with an additional \$525.

On January 22, 1944, Rickey Seldon Creach, was born to Charlotte Creach, one month and ten days after his father's death.

Charlotte Creach returned to school with the help of her parents in caring for her children. She earned a bachelor's of science degree in education from Northeast Missouri State College in Kirksville.

She resumed her career in teaching that, among other obstacles, required her to attend National Aquatic School, so she could have a swimming certificate to teach physical education in Joplin. The training was held at the Lake of the Ozarks and a part of the training was to swim to the bottom of the lake and return with a rock.

In March 1950, Charlotte Creach wrote to Patrol Superintendent Colonel David Harrison to volunteer her services to assist in any way she could in establishing a pension plan for spouses of members of the Patrol. She acknowledged in her correspondence that any legislative change would not benefit her personally other than to help insure that future widows would not suffer her same fate of financial hardship. Col. Harrison

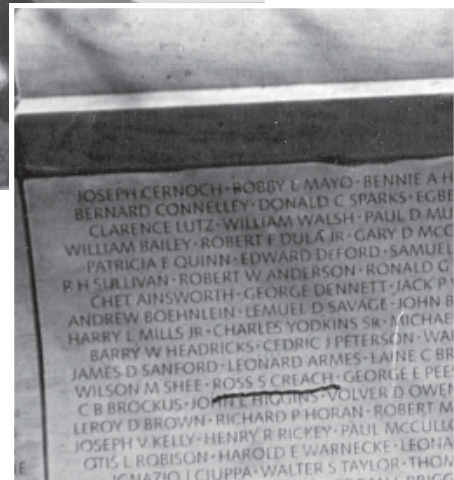
responded, in part, “At the present time I know of nothing that can be done toward a retirement plan for members of this organization.”

Floyd Bonner, Ross Creach’s uncle, was in the military service in Panama at the time of Ross’ death. William Creach idolized his great uncle Floyd and asked him to marry his mother. On May 5, 1951, Charlotte Creach married Floyd Bonner. This union caused an unusual change of familial connection in which Charlotte’s former mother-in-law became her sister-in-law. Though Floyd Bonner had been an electrician in the U.S. Army, he and Charlotte began to raise their family on a 640-acre farm in Macks Creek below the cemetery. Charlotte taught in the Macks Creek school system and later at Camdenton High School. Together the



Mrs. Charlotte Harpham Creach Bonner visited the National Law Enforcement Memorial during a trip to Washington, D.C..

Charlotte Creach Bonner found her husband, Ross, listed on panel 27W, line 12.



Bonnors had three sons: Mark, Mike, and James.

In 1966, Floyd and Charlotte moved to the Los Angeles, CA, area where she continued in the teaching profession and eventually obtained a master's of arts degree in education from California Lutheran College. Charlotte worked in the San Fernando High School of the Los Angeles Unified School District from 1966 to 1993, where she taught and served as a college counselor on scholarships. During her tenure, she conducted tours of colleges with students, which included the athletic facilities at the University of Southern California where one of her students told her he would some day win the Heisman Trophy. Charlotte recalled she laughed about the boastful prediction of her humorous student, but she eventually saw his prediction come true when Charles White was named the 1979 Heisman Trophy winner.

Charlotte Bonner was again widowed in 1982 when Floyd Bonner died. Floyd was also buried in the Macks Creek Cemetery.

William Ross Creach graduated from the University of Missouri in 1963 with a bachelor's of arts degree in political science and, in 1965, was appointed vice consul in the Diplomatic Service by President Lyndon Johnson. His first assignment was in Germany where he met and married a German native whom he eventually divorced. They had a son, Andrew, and a daughter, Leslie, who graduated from the University of Arizona and the University of California-Berkley, respectively. Both of their professional careers were in the field of computers. Leslie was a millionaire by the time she was 30 years old and resides in the Silicon Valley.

Tpr. Creach's son, Rickey, whom he never saw, graduated from Southwest

Missouri State University in Springfield. Rickey served as a mathematician in military intelligence and taught school in St. Louis for a period of time before embarking on a career in the computer field with Costco. Rickey Seldon Creach died of a heart attack at the family farm in Macks Creek on October 8, 1983, leaving his wife, and a son, Eric Creach, who is attending law school at the University of Missouri.

The Bonnors oldest son, Mark, became a doctor and resides in Washington, D.C. During a visit to Washington, Charlotte was taken to the National Law Enforcement Officers Memorial by her son, Mark. There for the first time she was able to see Tpr. Creach's name inscribed on panel 27W, line 12. As she recalled her visit, Charlotte stated, "I still miss him to this day. It was such a shock. You think you are going to grow old with someone. A part of me died that day, too."

Charlotte Creach continues to reside in Sylmar, CA, and still owns the farm in Macks Creek near the cemetery where she will be buried between her husbands.

Tpr. Ross S. Creach was the first member of the Missouri State Highway Patrol to be killed by an intoxicated driver. He would not be the last.

(Note: Lt. James P. Ripley, Troop A, researched and wrote this profile in 2004.

Lt. Ripley plans to write in-depth profiles about every fallen hero of the Patrol. Thank you, Lt. Ripley, for sharing the ones you've completed thus far.)



Trooper John N. Greim

Badge #148
10-42 ... July 13, 1945

John Nicholas Greim was born January 2, 1913, in Warrensburg, MO, the only child of John K. and Grace Scroggs Greim. The Greims were farmers who moved into Warrensburg while maintaining their farm. John graduated from Warrensburg High School in 1929, and joined the Missouri National Guard on October 15, 1929. He attended Central Missouri State Teachers College in Warrensburg for a short time before working as an electrician. Greim worked as a service manager for an automobile dealer in Warrensburg before moving to Kansas City to work as a service manager for a Chevrolet dealer.

On June 6, 1935, John N. Greim married Fae Van Blarcum from Centerview, MO, and they lived in Kansas City just prior to his career with the Patrol. On October 1, 1939, Greim began his career with the Missouri State Highway Patrol and attended recruit training at Camp Hawthorne in Kaiser, MO. Recruit training was completed on November 11, 1939, and Trooper Greim was stationed in Dexter, MO, in Troop E. A daughter, Marla Kay, was born to the Greim marriage on May 12, 1940.

Tpr. Greim was a man of many talents and fashioned a remarkable career in a short span. He was an avid photographer

to include both still photos and motion pictures, and had his own darkroom for developing. He was an accomplished motorcyclist, pilot, and cabinetmaker, having built a glider and canoe. To his daughter, Marla, whom he affectionately called "Monk," he was a "larger than life character" who loved animals and took her with him flying, fishing, swimming, and boating. Tpr. Greim's interest in photography enabled him to capture much of his daughter's young life on film. The Greim's German shepherd, Fritz, was a member of the family before Marla's existence. The young mother and father wondered if their trusted companion would be agreeable to the presence of a



A young Marla Kay pilots her "car" at the Greim home.

child in the household. Fritz quickly endeared himself to Marla and tore the pants off of the paperboy as he approached her on one occasion. Marla and Fritz were inseparable and the Greims sent out Christmas cards adorned with a photograph of Marla and Fritz together.

The evening of June 23, 1941, Tpr. Greim, while off-duty with his wife and daughter, went to the local filling station for a bottle of "pop". As they sat outside the business, the owner, Hurlus Cox, who was a good friend of the Patrol, came out to Tpr. Greim and told him he was concerned about a customer in the station. Tpr. Greim went into the station and began to question the customer, who told Tpr. Greim he was Henry Williams from Memphis. Tpr. Greim, who was unarmed, in an attempt to identify the subject ordered him to empty his pockets. The subject reached into his shirt, withdrew a revolver, and immediately fired at Tpr. Greim. Tpr. Greim struck the revolver with his hand and the bullet struck Tpr. Greim in the right hip. Tpr. Greim and the subject continued to scuffle across the station. A second shot was fired which struck Tpr. Greim in the left wrist and the subject in the left elbow. The station owner and two other customers assisted Tpr. Greim by hitting the subject over the head with a bottle of "pop". The force of the blow to the head knocked the subject down, and he was eventually disarmed and subdued. Tpr. Greim was taken by ambulance to Poplar Bluff Hospital where he was treated and admitted for a period of four days. Tpr. Greim's ambulance bill for transportation from Dexter to Poplar Bluff was five dollars. His transportation by ambulance back to Dexter was three dollars.

A subsequent investigation revealed the subject who shot Tpr. Greim was actually William Boyd. Boyd had stolen a

car the morning of Sunday, June 22, and wrecked it near Cox's filling station at the intersection of Missouri Highway 25 and U.S. Highway 60 and abandoned it. During an unsuccessful attempt to steal a deputy's car Boyd was able to obtain a .38-caliber special (revolver) from the glove box of the deputy's vehicle. On Monday evening, Boyd entered an auto parts store as the manager was walking out the door and closing. The store manager refused to go back in the store with Boyd and Boyd left. Approximately one-half hour after leaving the auto parts store Boyd arrived at the filling station where he shot Tpr. Greim. Within three weeks of the shooting, Boyd pled guilty and was sentenced to 40 years for the shooting and two years each on the automobile and weapon thefts.

On January 14, 1944, a donation of \$50, a substantial amount at the time, was made to the Highway Patrol Benefit Fund by the owner of a Dexter auto parts store as a token of appreciation for Troopers Harris' and Greim's apprehension of burglars of the business. On November 11, 1944, Sergeant E.F. Dampf, and Troopers Harris and Greim received a commendation for their apprehension of two escaped prisoners of war.

At approximately 10:30 p.m. on March 24, 1945, Tpr. Greim stopped a car on southbound Route 25 south of Bernie in Stoddard County for having improper lights. Tpr. Greim and the violator both parked off the traveled portion of the road, completely onto the shoulder. Tpr. Greim walked up to the car, spoke to the driver, and then walked to the rear of the car he had stopped. As he got near the rear of the violator's car Tpr. Greim was struck by a northbound vehicle which nearly struck the patrol car after it hit Tpr. Greim. The driver of the northbound vehicle was stopped and, though drink-



The Greim family sent a greeting card one Christmas with this photo is of their daughter, Marla, and her dog,

ing, was determined by Tpr. Greim not to have been intoxicated. Tpr. Greim's only injuries from the incident were determined to be bruises to the right elbow and calf. In the accident report, the driver stated he never saw Tpr. Greim.

On a personnel questionnaire dated April 30, 1945, Tpr. Greim indicated that his first preference was to be stationed in St. Joseph in Troop A. In justifying his preference Tpr. Greim wrote, "I prefer that part of the state and it is closer to my home."

On the morning of July 13, 1945, Tpr. John Crow attempted to stop a blue Mercury sedan near Poplar Bluff. Two men occupied the vehicle and fled south on Route 25 with Tpr. Crow in pursuit. Eventually, the pursued vehicle was driven west from Campbell, MO, into Arkansas traveling on gravel roads until they eluded Tpr. Crow. Officers in the area converged in an attempt to stop the vehicle. Tpr. Greim suggested he obtain a plane in Campbell to assist with the pur-

suit and manhunt. He contacted Claude Hays, a car dealer in Campbell and owner of two planes, and shortly after, Hays and Tpr. Greim were airborne over the area.

The pursued Mercury was located abandoned a short time later. Trooper E. A. Bradley, who was assisting in the search, saw the plane carrying Hays and Tpr. Greim pass low overhead as if Tpr. Greim was trying to drop a note from the plane. After passing Tpr. Bradley, the plane continued down the route of the highway, made a short turn, and dived into the ground. The crash

killed Claude Hays instantly. Tpr. Greim was removed from the mangled plane and transported to the hospital in Corning, AR, by a local citizen, Doyle VanGilder, in his pickup truck. Tpr. Greim was pronounced dead at the Corning Hospital shortly after his arrival despite the valiant effort by Dr. J.R. Schirmer to save his life. The vehicle the officers had pursued was later determined to be stolen.

As the events of Tpr. Greim's death unfolded in Arkansas, Fae and Marla Greim were preparing to go on a picnic with their husband and father. Two officers arrived at the Greim residence and told Mrs. Greim they had some "bad news". The officers told Fae Greim that John had crashed. Marla was sent to a neighbor's house while Fae went to the hospital in Arkansas. Marla never saw her father again. She was not allowed to attend the funeral in Warrensburg and stayed at her grandmother's residence during the service. Tpr. John Nicholas

Greim was buried in Sunset Hill Cemetery in Warrensburg.

Ironically, the Highway Patrol Benefit Fund, into which Tpr. Greim's auto parts store burglar apprehension donation was made, paid \$1,500 to Fae Greim. Once again, the members of the Patrol stepped forward and through their donations statewide covered the cost of the funeral.

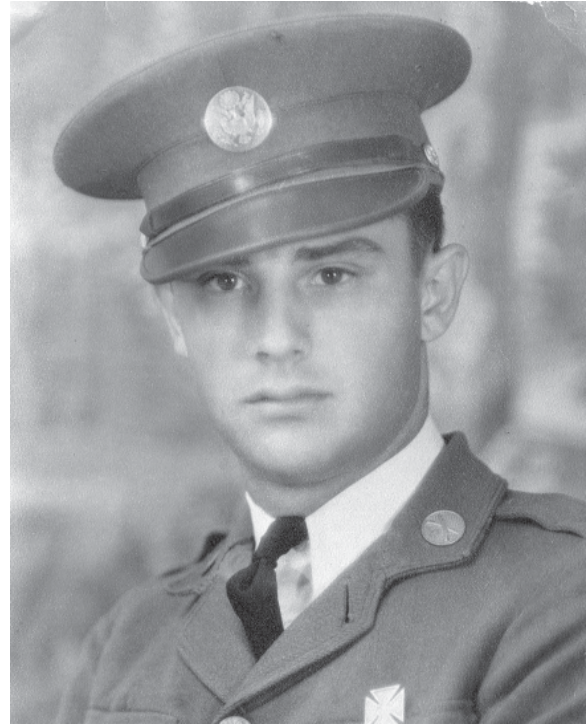
On August 24, 1945, a check in the amount of \$126 was delivered to Dr. Schirmer for his services in the attempt to save Tpr. Greim's life. Dr. Schirmer immediately endorsed the check and handed it back to the officers with directions to give the money to Tpr. Greim's wife.

In a letter dated, August 30, 1945, Colonel Hugh Waggoner wrote to Dr. Schirmer:

"Your act of giving the fee for your services to Mrs. Greim is one of the most generous which has ever come to my attention, and you may be sure that it was deeply appreciated by Mrs. Greim and the members of this organization.

Whenever a man enters into a career of public service as a police officer, he is well aware of the risks which he must take to efficiently perform his duties. We have been fortunate, that in the nearly 14 years of our existence, we have lost but six men in the performance of duty. We have never felt that we were entitled to any special consideration because of our profession, so it is indeed gratifying to receive such fine cooperation and humane treatment as that extended by you in this instance."

In a note to Colonel Waggoner dated July 26, 1945, Fae Greim requested a Patrol relay for her and Marla's return to Dexter. Shortly thereafter, the young widow and her daughter were transported by patrol car to their home in Dexter.



Tpr. John Greim

Almost immediately following Tpr. Greim's death, his wife and daughter moved to Warrensburg, where they lived in an upstairs apartment with Tpr. Greim's parents. Fae Greim had been a homemaker in Dexter, but was forced to go to work when they moved to Warrensburg. Marla spent most of her time with her Grandmother Greim, who cried frequently over the loss of her only child and "light of her life". The death of her father limited the amount of time Marla was able to spend with her mother due to her mother's employment.

Approximately two and a half years after Tpr. Greim's death, Fae Greim married Allen Pollock, a teacher, who had grown up in Warrensburg. Marla attended kindergarten in the Warrensburg school system, but began first grade at Lab School at Central Missouri State where she attended school for two and a half years before the family moved to Grandview, MO. Marla Greim graduated

from Westport High School in Kansas City, MO, in 1958.

Trooper Greim's mother, Grace, died July 22, 1954, and was buried in Sunset Hill Cemetery next to her only child. His father, John K., died December 18, 1957, and was laid to rest next to his wife and son.

Marla Greim attended the University of Colorado in Boulder for two years before she married a Norwegian, became Marla Greim Gagnum, and moved to Switzerland where she attended the University of Geneva. Her move to Switzerland was only the beginning of her life in foreign countries. She and her husband moved from Switzerland to northern England then to Burnham Buckingham Shire near London. The Gagnums had two daughters who were both born in England: Nicole Beate Gagnum, born March 19, 1963, and Lisa Dawn Gagnum, born April 1, 1966.

In January 1971, the Gagnums moved to Toronto, Canada, then in 1975 to Athens, Greece. In Athens, Marla was able to complete her college and received a bachelor's of science degree in sociology and English literature from Pierce College.

In 1978, the Gagnum's marriage ended and Marla moved to England with her daughters. She and her daughters lived in England for five years where she met and married an American psychologist. Her husband wanted to move back to the United States, so they traveled to East Hampton, New York, for a holiday vacation. Marla fell in love with the East Hampton area and bought property there. She and her husband divorced and he returned to England. Marla remained in East Hampton and began a landscape design business in 1984. She has remained in East Hampton since then and continues to own and manage English Landscape Design. During her travels throughout the world, Marla learned to speak Norwegian, French, German, Greek, Italian, and Spanish.

Marla's oldest daughter, Nicole, is married, lives in Barcelona, Spain, and has a daughter. The youngest daughter, Lisa, resides in West Chester, New York, where she and her husband have three sons.

In 1983, Hurlus Cox, the owner of the filling station in Dexter where Tpr. Greim was shot, was nominated and received an Honorary Trooper Certificate. Cox was nominated by Sergeant T. M. "Mike" Almond. In the nomination, Sgt. Almond noted Cox's friendship with the Patrol dated back to the department's creation.

Marla Greim Gagnum's memories of her father are cherished and vivid. She eventually had the pictures and home movies transferred onto videotape. She still maintains in her home a walnut bowl and table made by her father. Marla stated, "I absolutely adored him. Everything he did was exciting. He had a motorcycle. He took me swimming and fishing on the Current River. He used to swing me in my swing. I was only five when he died. He made such an impression on me. My life changed when he died." A framed photograph of her father remains on the dressing table in her home.

Fae Van Blarcum Greim Pollock died of cancer on September 4, 1988. Her ashes are buried next to Marla's stepfather in Liberty, MO. Unfortunately, Tpr. Greim's headstone in Sunset Hill Cemetery has his middle name misspelled and only the dates of his birth and death. There is no inscription of his greater commitments as a son, husband, father, and trooper.

(Note: Lt. James P. Ripley, Troop A, researched and wrote this profile in 2004.

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Trooper Wayne W. Allman

Badge #97
10-42 ... October 27, 1955

Wayne William Allman was born October 24, 1921, in Aurora, MO, the youngest of two children to Montie Raymond and Anna "Marie" Beyer Allman. Montie Allman, a barber, was the son of a Presbyterian minister. Mr. Allman owned his own shop for many years before barbering at the Tuberculosis Sanatorium in Mount Vernon, MO, where Mrs. Allman worked as the head housekeeper. Mrs. Allman was a devout Presbyterian who did not believe her children should have jobs requiring them to work on Sundays. Wayne Allman and his sister, Loraine, who was two and a half years his senior, were inseparable growing up in Aurora, which caused many people to mistakenly believe they were twins.

The Allmans were very family-oriented, and music was a constant in their lives. Wayne and Loraine grew up in the house next door to their maternal grandparents, a block from their paternal great-grandparents, and two blocks from their paternal grandparents. Wayne's father played the mandolin; his mother, sister, and aunt played the piano; his uncle played the violin; and Wayne sang. The family regularly played and sang together throughout their lives as they entertained their Aurora neighbors and friends.

Wayne played both basketball and football at Aurora High School where he was

selected president of the senior class, as was his sister before him. He graduated from Aurora High School in the class of 1939, along with Wava Ruth George.

Wava's father, Harvey George, was an original member of the Missouri State Highway Patrol stationed in Aurora. On July 3, 1940 Wayne and Wava were married in Aurora.

Wayne worked at the Wilson Grocery Store in Aurora from December 1939 to December 1940, when he moved to Tulsa, OK, to work at a Safeway Grocery Store where he made three dollars a week more than the grocery in Aurora paid. Wayne's sister, Loraine, married Robert Conner in May 1939, with Wayne and Wava standing beside them. Mr. Conner followed Wayne to Tulsa and found employment of his own where Loraine later joined him. In August 1941, Wayne left Tulsa and returned to Aurora where he went to work for Empire District Electric Cooperative as a bookkeeper.

On May 13, 1942, a son, Gary Wayne, was born to Wayne and Wava Allman. On April 16, 1945, Wayne began serving in the United States Navy as a member of the Seabees. A second son, George Raymond, was born on October 12, 1945, while Wayne was in the service. His military career was short-lived due to the end of World War II. He was honorably discharged on April 3, 1946. He then returned to Empire District Electric Cooperative in Aurora and immediately applied to the Missouri State Highway Patrol.

On July 1, 1946, Wayne Allman entered the Patrol Academy at Cuivre River near Troy, MO. On August 10, 1946, Trooper Allman was sworn in and graduated with 61 of his classmates. Tpr. Allman was assigned to Troop A and stationed in Sedalia. He began his duties on August 20 working with Sergeant Fred Rodecker and Trooper Pete Stohr. Tpr. Allman quickly established himself as a solid young officer and valuable asset to the Patrol.

Tpr. Allman resumed his athletic career as a member of the Patrol on a basketball team sponsored by the Sedalia Police Department and coached by the chief of police. Tpr. Stohr joined Tpr. Allman on the team along with members of the police department and area players. Since Troopers Allman and Stohr were regularly on patrol during the games the police chief would assign someone to listen to their patrol car radios while they played. Tpr. Allman was an exceptional athlete who excelled in his basketball performance.

In 1950, it became necessary to move a trooper to Clinton, MO, in Henry County due to an opening created by the promotion of another officer. Tpr. Allman was selected and agreed to move his young family there on September 15, 1950.

Tpr. Allman's interpersonal skills and caring personality generated many notations of thanks from those he assisted. He received four, separate letters of thanks from a single accident he investigated involving a bus en route to a conference.

Tpr. Allman's love of sports never waned as he was an avid fan of the St. Louis Cardinals baseball team and listened to the games on the radio whenever the opportunity presented itself. Tpr. Allman and his son, Gary, were listening to a doubleheader on May 2, 1954, when the Cardinals were playing the New York Giants. The Giants would go on to be world champions that year. That day was to belong to the Cardinals and more specifically to their



Wayne Allman was a member of the 8th Recruit Class, which was trained in Troy, MO. Here, an instructor awaits the arrival of class members.

star outfielder Stan Musial, who hit five home runs in the two games to set a record that stands to this day.

On July 12, 1955, Tpr. Allman and Gary listened to the All-Star game, as the National League and American League were tied 5 to 5 in the 12th inning. Once again, Stan Musial was the hero when he hit a home run in the bottom of the inning to seal the victory. Gary's memory of seeing his father ecstatic over the All-Star game home run would stay with him for a lifetime.

George Allman remembered watching as his father and brother played catch in the yard and lying on the floor with Gary as they watched Friday Night Fights on television with their dad. The boys would earn allowance money by helping him shine his duty leather and boots. Unfortunately, the occasions from which to draw memories were quickly coming to a close.

On Thursday, October 27, 1955, Tpr. Allman was on patrol in Cass County when he received a call of an accident on Missouri Highway 13 south of Clinton in Henry County. With emergency equipment activated Tpr. Allman drove south on Missouri



This newspaper photo was taken by an area newspaper only weeks before Tpr. Allman was killed in the line of duty.

Highway 35 (now Missouri Highway 7) en route to the accident. At approximately 1:45 p.m., Tpr. Allman approached the intersection of MO-35 and Route B near Creighton, when a northbound pickup truck turned onto Route B into his path.

Tpr. Allman swerved and missed the pickup then swerved back to avoid striking a second northbound vehicle behind the pickup. The rear of Tpr. Allman's car just caught the front of the northbound car. The impact caused Tpr. Allman's patrol car to careen down the highway and overturn. Tpr. Allman was ejected from his patrol car. He became the seventh member of the Missouri State Highway Patrol killed in the line of duty despite all efforts to save his life.

At the time of the accident Gary Allman was at school playing baseball and George Allman was in class. The Allman boys were told to go home without instruction as to why. Gary recalled walking the three blocks to their residence and sitting on the couch with George waiting for their mother to arrive while they watched the Mickey Mouse Club television show. Eventually, Wava Allman came home and told her sons, ages 13 and 10, their father was gone.

The following day, the *Clinton Daily Democrat* printed an editorial about Tpr. Allman that read in part:

If the person who dreamed up Missouri's State Highway Patrol also envisioned a patrolman who would be as perfect as a mortal might be in that job, that would be Wayne Allman.

Wayne looked the part of a patrolman. He had the very rare ability of being able to arrest a person and bring him in smiling. He exercised authority with the deft touch of a diplomat—yet there was no question in the mind of the party concerned that the trooper was capable of peeling off the velvet glove and revealing an iron fist if necessary. He was fair, too, as many a prisoner will testify.

He was incorruptible, was unfailingly courteous—and was always ready day or night to the call of duty. As in the case of too many of our public servants, if salary were the full reason for doing the job, the service Wayne rendered to the people of Henry County and Missouri would never have been justified.

Wayne's final act epitomized the type of service he rendered. This final effort cost him his life. A study of the accident scene shows that he could well be alive today if he had collided with either vehicle. But danger to the lives of others was something Wayne Allman had always fought. He died in the line of duty continuing his fight to the end.

His monument will be in the memories of those who knew him.

Tpr. Allman's funeral was held at the Clinton First Baptist Church on Saturday, October 29. Following the funeral service the procession left the church en route to the Aurora Maple Park Cemetery, a distance of well over 100 miles. As the procession moved slowly along the route, officers stood at attention at each intersection. The long procession and memory of the many officers stationed along the route left a lasting impression on the family members.

At the time of Tpr. Allman's death, Wava Allman was employed part-time teaching sewing at the Singer Sewing Machine Company in Clinton. A Patrol Benefit Fund had been established and provided some immediate funds to assist the Allman family, and worker's compensation benefits provided some assistance. But, the family quickly realized their lives would change. Both of the boys took jobs shortly after their father's death, and Wava Allman went to work in the Henry County Courthouse.

The Henry County Prosecuting Attorney William Cason had become a close friend of Tpr. Allman and was at the hospital in Clinton when Tpr. Allman was brought in. Mr. Cason quickly realized the need to establish assistance for the family and specifically for the Allman boys' future. The driver of the vehicle who turned in front of Tpr. Allman was uninsured. Mr. Cason took over the legal needs for Wava Allman and eventually filed a lawsuit against the driver of the vehicle struck by Tpr. Allman for not yielding to the emergency vehicle. A jury trial was held in Henry County, but the jury ruled in favor of the other party. Following a reversal, on appeal, a small settlement was reached. Mr. Cason established a trust fund for Gary and George and wrote letters detailing how contributions could be made.

Young Gary Allman was impressed with Mr. Cason's handling of the legal proceedings on behalf of the family, and decided at that time he wanted to become an attorney. William Cason dedicated many hours to the Allman family and never charged them for any of his services.

The Patrol realized the need to secure officers in their cars, and as a result of Tpr. Allman's accident seat belts were installed in all patrol cars by the end of 1955. Unfortunately, their installation was too late for Tpr. Allman. Even with the installation of seat belts and the routine exposure to traffic accidents as participants and investigators, Patrol officers were slow to realize the importance of this added feature. It would not be until the mid-1980s that our officers would customarily utilize seat belts for their own safety.



The Clinton Daily Democrat described Tpr. Wayne Allman as a patrolman "as perfect as a mortal might be in the job".



Mr. and Mrs. Gary Allman stand near the Trooper Wayne W. Allman Memorial Bridge after the dedication ceremony.

Wava Allman was committed to remaining in Clinton, so her sons could finish high school there. Gary Allman possessed his father's aptitude for athletics and starred in baseball and football while in school. He started on a Clinton High School football team that won 19 straight games including his last game, which was a 66-0 victory over Holden. George was unable to participate in competitive sports due to Osgood Slaughter's disease, which is an adolescent inflammation of the growth plate below the kneecap.

Both Gary and George were industrious and financed their way with jobs while they attended school. George began a paper route when he was 11 and Gary worked in a grocery store before beginning construction work. George began shining shoes at Lee Miller's barber shop in Clinton and started a carry-in business where he would walk to the businesses around the square and pick up shoes and bring them back shined.

George later went to work at a shoe store in Clinton. George recalled he was always treated well by the citizens of Clinton, he believed, out of respect for his father.

Wava Allman dedicated her life to her sons. She never remarried and tried to fill the role of both parents. The family became so busy, mealtime became the one time they could interact with each other about their activities.

George recalled that when he would get up in the morning his mother would already be up ironing clothes. Wava Allman stayed in Clinton until her sons graduated. She then moved to Jefferson City where she was employed by the Traffic Division of the Missouri State Highway Patrol. She later became one of the first female driver examiners and transferred to Troop D, Springfield. She retired from the Missouri State Highway Patrol on June 30, 1986.

Both Allman boys attended ROTC in school and at the University of Missouri-Columbia. Gary graduated from MU in 1964 with a bachelor's of science degree in business. He joined the United States Army, received a regular commission, and was given nine months off each year to attend law school. He graduated from the MU Law School in 1967 as a captain in the U.S. Army.

George graduated from MU in 1967 with a bachelor's of science degree in business and accounting. In 1968, he graduated with a master's of science in

business and accounting. He became a CPA following graduation.

Gary Allman was stationed at the Aberdeen Proving Grounds in 1969, when he volunteered to go to Vietnam with the 101st Airborne. He was assigned to the Judge Advocate General's Office, near Hue, 400 miles north of Saigon where he dealt with a variety of legal cases involving soldiers in the United States military. After a year in Vietnam, he was assigned to the Pentagon where he worked in the appellate office.

Gary Allman was married while in college, but the marriage dissolved in 1971. A son, Christopher Wayne Allman, was born to the marriage in March 1968. In 1972, Gary Allman married Betty Adkins whom he met in Virginia while stationed there in the service. In December 1972, a son, Geoffrey Wayne Allman, was born to Gary and Betty. In 1972, Gary Allman was elected prosecuting attorney of Taney County and served in that position until his term expired in 1974. He established a civil law practice and joined a law firm in Branson where he remained until 1997. In 2000, he established a new firm in Branson where he currently practices law with the firm of Allman, Ingram, Wilson, and Akers, LLC.

George Allman married Pamela Gilbert, a piano teacher from Clinton, on August 10, 1968. He served two years in the United States Army assigned to the Finance Center in Indianapolis, IN, beginning in 1969. George and Pam Allman had two children: a daughter, Meredith, born November 20, 1974, and a son, Charles Gilbert, born on Christmas Day 1978. Following his service commitment George worked for a CPA in St. Louis before returning to Clinton. In 1976, he went to work for the Missouri Department of Mental Health in Jefferson City and took an early retirement in 2000. In August 2004, George moved to Gilbert, AZ, where he be-

came director of finance at Florence Crittenton Services of Arizona Incorporated in Phoenix, AZ.

Tpr. Allman's father, Montie, died on April 18, 1973, at the age of 76, and his mother, Marie, died on December 11, 1984, at the age of 86. They were buried in the Aurora Maple Park Cemetery. His sister, Loraine Conner, and her husband Robert still reside in Bartlesville, OK.

Wava Ruth George Allman died March 6, 2002, and was buried next to Wayne in the Aurora Maple Park Cemetery. In the 47 years following Wayne's death she made certain she raised her two sons and lived her life in a manner befitting her husband's sacrifice. Her children and grandchildren all became productive members of society of whom Tpr. Allman would have been proud. Tpr. Allman was a hero to the citizens of Henry County. Wava Allman was a hero to all who knew her.

In the early 1990s, the intersection where Tpr. Allman was killed was replaced with a new, four-lane highway and interchange. During the 2004 Missouri legislative session, State Representative Rex Rector of the 124th District in Cass County passed a resolution dedicating the overpass at the Creighton Interchange to Tpr. Allman. On October 26, 2004, 49 years after the accident that took his life, a ceremony was held in which the overpass bridge was dedicated as the Trooper Wayne W. Allman Memorial Bridge. Signs at that location now memorialize his life. The bridge stands as a monument to his sacrifice.

(Note: Lt. James P. Ripley, Troop A, researched and wrote this profile in 2004.

Lt. Ripley plans to write in-depth profiles about every fallen hero of the Patrol. Thank you, Lt. Ripley, for sharing the ones you've completed thus far.)



Trooper

Jesse R. "Roger" Jenkins

Badge #474

10-42 ... October 14, 1969

Jesse "Roger" Jenkins was born November 5, 1939, in Belgrade, MO, in Washington County, the second of three children to Marvin and Alma Jenkins. Marvin and Alma Jenkins would divorce and "Roger" would end up with four half brothers and three half sisters. He was raised in Elvins, MO, and graduated from Elvins High School in May 1958. Elvins would many years later become part of the consolidated community of Park Hills, and Elvins High School became Park Hills High School. Jenkins was an excellent artist who loved to draw pencil or colored chalk sketches of airplanes and outdoor scenes. He was also a talented singer who sang throughout his life in the church choir.

At a "teen town" dance in Elvins, where he worked, Jenkins met Janet Elaine Skaggs who attended nearby Desloge High School. Janet was dancing with someone else when Jenkins decided he would sit at her table with her friends until she finished, so he could meet her. Janet was impressed with his "pretty smile and how cute he was," and they were married on September 13, 1958, in St. Louis, MO, at the First Baptist Church off St. Louis Avenue. Three sons were born to the union: Jeffery Roger on July 31, 1960, Steven Burnell on March 25,

1962, and Bruce Wayne on August 16, 1965.

Early in their marriage, while they lived in Desloge, Jenkins worked first at the Easton Boot and Shoe Company, then McDonnell-Douglas, and finally at Wagner Electric in St. Louis. Janet Jenkins worked at US Tool Grinding in Desloge for two years before she entered nursing school at Mineral Area Community College in Flat River, where she earned her LPN degree.

The Jenkins' second son, Steven, survived less than a month. He died April 20, 1962, as a result of hyaline membrane disease, which is a respiratory affliction in newborn infants. Bruce Jenkins was 19 months old when he contacted measles and developed pneumonia. As a result of these diseases Bruce was stricken with encephalitis, which caused permanent mental capacity challenges. Despite Bruce Jenkins' impaired condition, he and his father were always able to maintain a special bond.

"Roger" Jenkins enjoyed life, was always upbeat, and loved to play practical jokes on family and friends. He was described as a "neat nick" who was fastidious in his preparation even to the point of ironing the cuffs of long sleeve shirts that he wore rolled up. His 1965 cream-colored Chevrolet was always clean and waxed. In the blended family in which he was raised, he was viewed by the other siblings as a mature influence who was more like a father figure, than brother. He was someone who never shied away

from any work detail within or outside the home. "Roger" enjoyed the outdoors, particularly fishing, and loved to hunt squirrels and rabbits with his oldest son, Jeffery.

On October 1, 1967, Jesse Roger Jenkins began his career with the Missouri State Highway Patrol when he entered the Academy in the former Trachoma State Hospital in Rolla.

Throughout his life Jenkins had always gone by his middle name of Roger. Apparently, during his tenure in the Academy, the Patrol decided he was "Jesse" As a result, he became known as Jesse to those in and around the Patrol, but he remained Roger to family and longtime friends. He graduated from the Academy on December 22, 1967, and was assigned to Montgomery City in Troop F where he began his duties on January 1, 1968.



Roommates: Recruits Ed Hurter, Melvin LaForce, John Jones, Terry Schell, Brian Slater, and Jesse Jenkins attended the Patrol's Academy together.

Trooper Jenkins loved the Patrol from the outset and particularly loved to contact the public. His field training officer was Corporal Sterling L. Green. Janet and the two Jenkins boys remained in Desloge while Janet completed her nursing degree. Tpr. Jenkins rented a room in Montgomery City until his family could join him. His monthly probationary report for March 1968 read in part, "He appears to be able to absorb new



Recruit Jenkins is pictured with his classmates at the Academy.

things and has a good recollection of cases we have made. He is not completely settled as he is living by himself and does have his family on his mind. He should shape up real good when his family moves to Montgomery City with him.” Within a few months, Tpr. Jenkins’ young family joined him in Montgomery City.

On one occasion, Tpr. Jenkins investigated a serious accident in which a couple was critically injured. Tpr. Jenkins remained with the wife and held her head until ambulance personnel could transport her from the scene to the hospital in Hermann.

Tpr. Jenkins responded to the hospital to check on the lady only to discover that she had died from her injuries. The husband later penned a heartfelt letter of thanks for Tpr.

Jenkins’ efforts and compassion.

On August 16, 1969, Tpr. Jenkins submitted an address change as they had purchased a home at 801 West 6th Street in Montgomery City. Janet Jenkins worked part-time in Montgomery City for a local doctor for a short time before she elected to stay home to provide the necessary hands-on care Bruce required.

The weekend of October 11 and 12, Tpr. Jenkins and his wife were able to spend their time planting grass seed at their new residence. Jeffery had strict instructions not to walk in the yard following his parents’ seeding efforts. His restriction was made even more difficult by the presence of a pristine arrowhead he spotted, which had turned up during the yard improvement process.



⌚ This photo of newly married Mr. And Mrs. J. Roger Jenkins was taken at a wedding shower.



☺ J. Roger Jenkins enjoyed spending time with sons, Jeff and Bruce.

During the early morning hours of Tuesday, October 14, 1969, two men from St. Louis were arrested in the act of burglarizing Cleeton’s Radio and TV Service located at 308 North Allen Street, Montgomery City. Seven television sets were recovered behind the business during the course of the on-scene investigation.

Later that day both men, Robert Melvin Thomas and Carl Edward Williams, were charged with burglary and stealing and arraigned. During arraignment, Thomas’ bond was set at \$ 4,000 and Williams’ bond was set at \$7,500. Thomas had been released from prison on parole on February 25, 1969, for a burglary and stealing conviction. Carl Edward Williams had an extensive criminal background.



J. Roger smiles with his brothers-in law and father-in-law in this photo: (l to r) Nick Skaggs, J. Roger Jenkins, Tim Skaggs, and Newt Skaggs.

Once returned to the Montgomery County Sheriff's Office, the prisoners were held in the office area, which was shared with the Missouri State Highway Patrol. Carl Edward Williams was seated next to the desk occupied by Tpr. Jenkins. Robert Melvin Thomas was seated next to a desk across the room with the Montgomery County Sheriff Clarence Landrum. The Montgomery City Marshal Marion Britt and Montgomery County Deputy Sheriff Virgil "Dick" May were at a desk near the Sheriff's Department's radio console while Deputy May was talking on the radio to another department. Sheriff Landrum was advised he had a telephone call and when he reached across the desk to pick up the phone, Robert Melvin Thomas removed the sheriff's five shot revolver from its holster, stood up, and ordered the officers to stand still.

Tpr. Jenkins stood up from his desk and he and Thomas immediately engaged in an exchange of gunfire in which both of them emptied their weapons. Tpr. Jenkins fell beside his desk as Thomas fled from the office and up a flight of stairs. Tpr. Jenkins got up and moved out the doorway where he collapsed. The

deputy and city marshal pursued Thomas out the door and up the stairway while the other prisoner remained in his seat near the desk previously occupied by Tpr. Jenkins. Sheriff Landrum remained with Tpr. Jenkins. Robert Melvin Thomas collapsed on the steps and was handcuffed by the city marshal and deputy. Robert Melvin Thomas died on the stairway from the gunshot wounds inflicted by Tpr. Jenkins, who, in spite of being mortally wounded himself, continued in his effort to apprehend Thomas. Tpr. Jenkins was the eighth member of the Missouri State Highway Patrol to make the ultimate sacrifice and the first in 14 years. He was 29 years old.

While en route to her Tuesday bowling league Janet Jenkins noticed a patrol car approaching. The officer signaled to Janet to pull over. She saw Corporal Sterling Green and his wife, Mary, exit the patrol car and she knew instantly "Roger was gone." Janet described the experience as a "total nightmare". She was taken to a local doctor's office, but refused treatment for her hysteria.

After a short period of time, she realized her sons were at home under the care of Corporal Green's daughter, who

was babysitting, and they needed her to tell them the terrible truth. Young Jeffery knew something was in the air due to the influx of visitors at the residence. When his mother arrived at home he knew from looking at the tears in her eyes something had happened to his dad. Janet Jenkins took Jeffery into a back room of the residence where she told him the news neither of them could bare to believe. Bruce, having only days before had major surgery, was too young to comprehend the commotion or gravity of the situation. Mrs. Jenkins' and her two sons' lives were changed forever.

Cpl. Green had just arrived home from work that fateful day when the sheriff's wife called the residence and told him that Tpr. Jenkins had been shot and was in bad shape. Cpl. Green immediately drove the short distance to the sheriff's office only to discover his young associate had been killed. Shortly thereafter, he realized he had to notify Janet Jenkins before she discovered the news from some other source within the community as the news of Tpr. Jenkins' demise traveled rapidly.

Tpr. Jenkins' body was taken to the Schlanker Funeral Home in Montgomery City prior to his transfer to the Boyer Funeral Home in Desloge. The funeral was held on Friday, October 17, at the Parkview Free Will Baptist Church where Tpr. Jenkins and Janet were members. Due to the limited space in the small church the Patrol suggested a limit for officers attending from each troop from a maximum in Troop F of 15 to a minimum of two in Troops G and I. Despite the suggested limitations there was a huge outpouring of support from officers as the funeral procession stretched for a great distance. The Reverend John Rider, a retired minister and longtime friend of the family, delivered the service and eulogy. The members of Tpr. Jenkins' zone served as pallbearers, including his field-training officer Cpl. Green.

Jeffery Jenkins was sitting in the car waiting for the funeral procession to begin the trek to the cemetery, looking down at his shoes, when Gene Nettles who was a close friend of Tpr. Jenkins opened the car door. Mr. Nettles told Jeffery, "Hold your head up and be proud of your dad." Tpr. Jenkins was laid to rest in St. Francois Memorial Cemetery in Desloge.

Among the many letters of condolences sent to Janet Jenkins,

Tpr. Jesse R. "Roger" Jenkins stands proudly next to his first patrol car in 1969.



was one dated October 15, 1969. It read, in part, "I did not personally know your husband, but he had to be a fine man to wear the uniform of the Missouri State Highway Patrol ... Tell your children, Jeffery and Bruce, to speak with pride of their father's profession and of their father. They can grow to adulthood knowing that because of men like Tpr. Jenkins this country will survive." This letter was sent by then-Kansas City Chief of Police Clarence M. Kelley, who would later go on to become director of the Federal Bureau of Investigation.

Carl Edward Williams was eventually sentenced to a five-year prison term for his part in the burglary of Cleeton's Radio and TV Service. The post-shooting investigation revealed that Williams remained seated during the shooting.

Janet Jenkins knew she needed to return to the Desloge area following her husband's death. By the following June, she and her two sons had moved back. Workers' compensation and insurance assisted in bridging the gap financially for the young family as they struggled to repair their lives. Janet Jenkins' father, Newton Skaggs, worked hard to fill the void left in the Jenkins' boys' lives. Janet worked at Sears Roebuck and Company in Flat River for three years. Janet, Jeffery, and Bruce moved to Jefferson City during Jeffery's freshman year of high school, while Janet worked for Sears there. The move created added hardship on the family and they moved back to Bonne Terre shortly thereafter. Janet Jenkins left Sears when she left Jefferson City.

Shortly after returning to Bonne Terre it was discovered that Bruce Jenkins suffered from kidney disease. It would eventually take his life on December 23, 1987. He was buried next to his father.

Ironically, on October 14, 1982, Sergeant Sterling Green, Tpr. Jenkins' field training officer and the officer who notified Janet of her husband's death, passed away unexpectedly while off-duty. Sgt. Green's son, Tpr. Daniel Green, was attending the Troop A meeting when he was informed of his father's passing.

Janet managed apartment projects from her home, and eventually an office, for approximately 10 years. She then managed the Desloge Senior Apartments for approximately seven years before retiring in 2003. Janet also served as secretary for the St. Francois County Board of the Developmentally Disabled. She serves as a volunteer at the Park Hills Senior Nutrition Center, and volunteers as an instructor for senior water aerobics at the Desloge City Pool. She is an active member of the First Baptist Church of Desloge, and remains on the board for the Desloge Senior Apartments.

Jeffery resides in Desloge. He went on to work for Laclede Gas Company in St. Louis and became assistant superintendent for the Central District. Jeffery had three children, Justin Roger, James Kyle, and Jessica "Jessie" Lynn Jenkins. Justin works for the Alton and Southern Railway in St. Louis, and has a son, Brendon Andrew, born November 7, 2003. Tpr. Jenkins had dark black hair, as did each of his sons. The Jenkins' great-grandson, Brendon, broke that mold and sports rich, blond hair. James is an industrial welder for Metro East in St. Louis and works in the rail car shop. Jessica attends North County High School in the Bonne Terre-Desloge area.

Janet never remarried and has insured that her children and grandchildren appreciate Roger's memory. Janet stated, "We talk about their grandpa and Jeff's dad. I don't want them to forget what a brave man he was and what a great father

he was and what a great grandfather he would have been. Roger died a hero. There were other officers in that room and there would have been more dead if he had not done what he did.”

Another Missouri state trooper did not lose his life again to gunfire until March 1985, when Trooper James Froemsdorf was shot and killed on Interstate 55 in Perry County near the Desloge area. The passing of time did little to ease the pain for Janet. When she learned of Tpr. Froemsdorf’s death, the feelings of loss from her husband’s heroic deed came flooding back.

On Friday, September 3, 2004, the section of U.S. Highway 67 between Desloge and Bonne Terre was dedicated and designated the Trooper Jesse R. Jenkins Memorial Highway with Janet and Jeffery present at the ceremony. The St. Francois Memorial Cemetery is located west of

U.S. 67 approximately at the halfway point of the dedicated highway.

Jeffrey remembers his father as, “a good dad who drug me through the woods when I was a little kid. I’m proud that he did what he did, and he did what he wanted to do.” The arrowhead that was lying in the Jenkins yard when Jeffery was told to stay out of the yard remains in his possession today.

(Lt. James P. Ripley, Troop A, researched and wrote this profile in 2005.

Lt. Ripley plans to write in-depth profiles about every fallen hero of the Patrol. Thank you, Lt. Ripley, for sharing the ones you’ve completed thus far.)



Mr. Jeff Jenkins and Mrs. Janet Jenkins stand with Lt. Lee Ann Kenley near the highway sign that would be placed in memory of their father and husband, Tpr. Jesse R. Jenkins.



Trooper Gary W. Snodgrass

Badge #732
10-42 ... February 21, 1970

I had recently been discharged from the U.S. Army after spending the last year in Vietnam. I was lucky in the fact that I was accepted for the Patrol recruit class of June 1, 1969, on my first try. Back then, the Academy was located in an old Navy hospital in Rolla, MO. Our class started on June 1, and we were only allowed to leave the facility on two weekends between that first day and graduation day. Because of the “24/7” status, we were in training from early morning until late night. Saturdays were not much different. Sundays were better ... we were allowed to either go to church in the morning or go down the street to a laundry mat and do laundry, eat out, etc. Sunday afternoons were reserved for “organized sports” or cleaning the Academy and the Academy grounds.

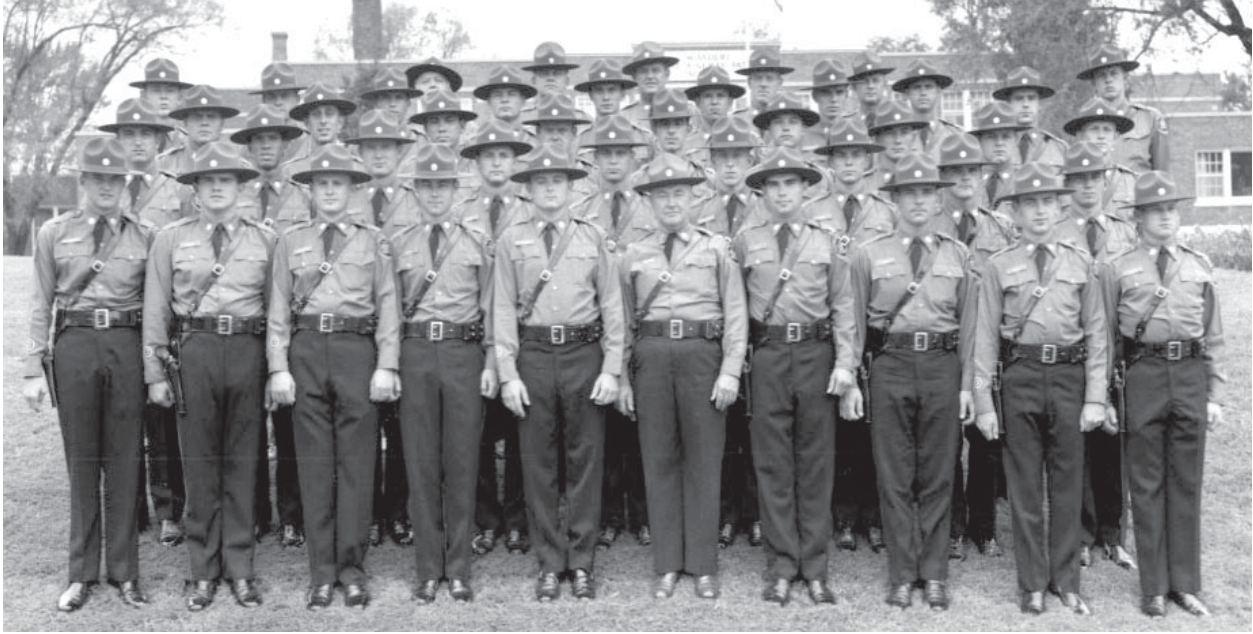
My first recollection of Gary Snodgrass was at the dining hall. The first day (we had to report in by noon) was being assigned to a “barracks” room and being shown how to take care of our quarters, how to make our beds, how to prepare our rooms, and how to arrange our uniforms. Our “uniforms” were exactly that—they were Army khaki shirts and pants, black tie tucked in military/Patrol style, black, plain tipped, leather shoes (not patent leather), black socks,

and a black, leather belt. The shirts were long sleeved and were actually the same as we had worn in the U.S. Army at that time. The leather items issued (holster, belt, ammo pouch, holster, etc.) were real leather and ALL leather had to be “spit-shined” ... just like the military.

It was so hectic showing the guys who had never been in the military or at a law enforcement agency how to get dressed, how to “tighten” the bunk blankets, stow their clothes, arrange their stuff in the lockers, and how to get “squared away” for pre-chow (supper) inspection, that no one really had time to meet anyone until we sat down at our assigned seats in the chow hall. We were assigned a table and a specific place at that table. The tables sat eight to nine men (with one at the “head of the table”) in more or less alphabetical order. It was Army/Marine basic training all over again.

Our first meal was fine. I’m sure, because the Academy cook staff was great! The food was better than any restaurant, but we were so nervous I challenge anyone to remember what the meal was. Gary Snodgrass sat at my table. Later, because of his winning personality and the way he made friends, we let him sit at the head of the table. I do not know of any member of our class who did not like Gary. He was hardworking at whatever he did or whatever he was assigned to do.

One of my memories of Gary was that he could eat like two men. He would let us slip him our “leftovers”, especially deserts. He never gained a pound. Had I



Tpr. Gary Snodgrass was a member of the 38th Recruit Class, shown here on graduation day September 5, 1969. Tpr. Snodgrass is in the second row, the second to last officer on the right.

done that or eaten the amount of food he did, I would have gained so much weight that I couldn't have gotten into my uniforms! He could be serious at a moment's notice, and then later, when appropriate, he would get that "sparkle" in his eyes, give you that "Gary smile", and say or do something to relieve the stress and make you laugh. We all knew he would have no problem getting along with his zone mates or the motoring public.

During training, Gary was always there to help guys who were having trouble understanding or mastering the techniques we were being taught. Gary seemed to grasp training easily and did well in all aspects of it. He was a "natural". Being a trooper was his dream and he would talk about it when we were "off-duty" shining our leather, cleaning our "barracks room", or studying for an upcoming test. I got the impression being a trooper was about the most important thing he had ever wanted. He knew officers from different agencies "back home",

but the troopers were his heroes. His enthusiasm tended to "rub off" on the rest of us who came in contact with him. There was never any doubt that Gary Snodgrass was going to be one of Missouri's finest. I believe he was.

The winter of '69 and '70 was bitter cold, with lots of snow and ice. I had gotten the flu and was bedridden at home when I got the news that Gary had been killed in a patrol car accident. No one could tell me (us) what had happened. His car left the road and he was killed on impact. To this day, I do not think anyone knows if he was chasing someone, going to an incident, or what. Back then, we would get some of our "calls", or assignments, by telephone from citizens. They would call us at home or at places we ate or drank coffee, and we would just go. The radio/communication systems back then were not so good.

Unlike today, with great electronic communications, back then it was a mat-

ter of finding a “high spot” where your radio worked and every trooper knew exactly where in his zone troop headquarters could be reached by radio to give reports or take assignments. We only had two channels—one for talking to troop, and one for talking “car-to-car”. It is my understanding Gary didn’t radio troop, and as usual, there was no other trooper to “talk” to by radio. There was certainly no other enforcement agency to “call” and give information or from whom to request assistance. I suppose we will never really know the circumstances surrounding Gary’s tragic and very premature death.

Gary Snodgrass was a good man and a good trooper as far as I am concerned. My class has “lost” more than its share of men. Only God knows why and all the circumstances. We can only speculate and reflect. Sometimes, when I am thinking back upon my career, I can “see” Gary sitting at the table, eating a piece of mince-meat pie, and smiling. His death was a loss to his family, to the Patrol, and to the citizens of Missouri.

(Ret. Sgt. Eddie L. “Lee” Porter wrote this article for this 75th anniversary project.)

Gary was assigned to Troop I, Rolla, Zone 1, after graduating from the Patrol Academy. His classmate, Tpr. Glen Ford, was also assigned to that zone. Trooper Dennis Herndon was Gary’s FTO and I was assigned FTO for Tpr. Ford.

Trooper Snodgrass was a rather quiet young man, who took his job seriously and tried hard to apply any knowledge he received. He was eager to learn and strived to do his best.

Gary was married to Ellen (Coffman) whose parents lived just West of Steelville, MO. Gary and Ellen had one son, Anthony. Gary’s father was a minister and

had earlier served at a church in Steelville. Gary was not a total stranger to the area. Even though I spent time with Gary, I have no real knowledge of his earlier years.

On the day of Gary’s accident, I was assigned to Maries County, and Gary was assigned to Dent County. He called me before our 4 p.m. shift and asked if I would assist him in holding a spot check on Highway O, south of Rolla, before we went to our assignments. We held our spot check, then I went north and Gary went south. I was the last Patrol officer to see him alive. When we were notified of Gary’s death, Lt. Gene Tinnin, Trooper Dennis Herndon and his wife, Marilyn, my wife, Rosella, and myself had the heart breaking task of notifying his wife, Ellen. She was visiting at her parents home west of Steelville. Needless to say this was a very difficult time for all of us.

(Ret. Sgt. W.E. “Woody” Aytes wrote these articles for this 75th anniversary project.)

Trooper Gary W. Snodgrass, 732, was killed in the line of duty in an automobile accident on February 21, 1970. The crash occurred on Missouri Highway 32, seven miles east of Salem, MO. At the time of his death, Tpr. Snodgrass was assigned to Troop I, Rolla. He was survived by his parents, Mr. and Mrs. Ernest G. Snodgrass; his wife, Ellen; and one son, Anthony. Prior to joining the Patrol, Tpr. Snodgrass was a member of the St. Charles and Owensville police departments. He also served as a military policeman in the U.S. Army. Tpr. Snodgrass, 24, was the ninth trooper to die in the line of duty.



Trooper William R. "Bob" Brandt

Badge #195
10-42 ... June 12, 1970

William Robert Brandt, known as Bob or Billy Bob by those who knew and loved him, came to Troop B, Zone 1, Macon, immediately after graduation from the Missouri State Highway Patrol Academy. Bob was a newlywed. His lovely wife, the former Phyllis Skaggs, was from his hometown of Brunswick, MO.

Trooper Danny Primm was his training officer. Trooper Larry Murdock also was assigned to Zone 1 in the spring 1968. The three troopers—all in their 20s—became well known by the local would be offenders for their tenacity in pursuing drinking and driving cases, drag racers, etc.

The wives—Phyllis, Barbara (Primm), and Charolette (Murdock)—spent many evenings together with the Primm and Murdock pre-schoolers while their husbands kept the highways safe. They were very proud of the service their husbands



The 35th Recruit Class graduated May 10, 1968. Tpr. William R. Brandt, a member of the class, is standing on the back row, fourth from the left.

provided to the community. They knew their husbands were always in danger. They discussed their worst fear would be to see the captain come to the door while their husband was on duty. But, all of them went about their daily lives, putting those thoughts out of their conscious mind.

Bob and Phyllis were like an extra aunt and uncle to the kids. Bob had a large, electric train set he set up in the basement family room for the entertainment of the kids. For years, they talked about how Bob loaded the little coal cars with peppermint candies. Strawberry pop was also a staple in the Brandt household. To top it off, the Brandts drove a really sharp looking red and black Camaro. No wonder the kids loved to be with them. Bob even designed a miniature barn playhouse and helped Danny Primm build it. It still stands in the backyard of the Primm residence—now 35 years old and enjoyed by the Primm grandchildren.

Bob was known for his offbeat sense of humor. One example was that while driving through the countryside in the patrol car he saw a calf standing in a feed trough. He said, "I think I'll have to marvel at that!" Trooper Primm was surprised when he pulled to the side of the road, looked at the calf, and said "Marvel, marvel, marvel."

But, the flipside of the humor was an intense desire to serve the people of Missouri and the Highway Patrol to the very best of his ability. He took every case seriously. Missouri lost one of its finest on June 12, 1970.

(This article was written by Ret. Sgt. Danny Primm for this 75th anniversary project.)

Trooper William R. Brandt, 23, was killed on June 12, 1970, when a tornado-like wind blew his patrol vehicle off the road into a concrete bridge abutment on Highway 36. Tpr. Brandt had been on storm watch alert in the Macon, MO, area when the incident occurred. He was survived by his wife, Phyllis, and his parents, Mr. and Mrs. E.W. Brandt. Tpr. Brandt was the tenth member of the Patrol to make the Ultimate Sacrifice.



Trooper Dennis H. Marriott

Badge #804
10-42 ... June 13, 1981

On a cold January morning in 1975, Dennis H. Marriott reported to the Highway Patrol Academy to become a member of the 44th Recruit Class. The mass confusion created by the ever present Academy staff was bewildering for all of us—including Dennis, who tried desperately to take it all in stride. He openly expressed frustration with the intensity of the confusion being created and told anyone, who would slow down to listen, that things would get better if the class would work together.

From the first day in the classroom, as each class member had to stand in front of their classmates and introduce themselves to the class, Dennis's strong character and determination was evident. He told the class he had given up a career in the U.S. Army to become a Missouri trooper, and that he was going to do his best to excel in all aspects of the recruit training. The great pride he had in his family, and especially in his children, was the main focus of his introduction. He talked about his reliance on his religious beliefs to help him successfully complete the 20 weeks of training.

The members of the class were quick to come together as a team. Dennis could always be counted on to do his part and help anywhere he was needed. He was an intense academic competitor and strived to

finish at or near the top of his class. He was one of the older members of the class and his maturity showed in everything he did.

Dennis was assigned to Troop F, Zone 2, in Jefferson City and I was assigned to Troop F, Zone 1, so our shifts and work area assignments were always overlapping. The informal policy was if you were not on the air reporting for duty 30 minutes ahead of your scheduled time you were late. Dennis had an intense passion for his work and was almost always on the air long before the 30-minute requirement. If our zone was busy working with the aircraft on speed enforcement, Dennis would often show up to help. He felt that a good day's work was a must for everyone, and never had much time for idleness. He was a "strictly business", person and worked as hard or harder than anyone in his zone.

Dennis's wife, Cindy, was a dedicated stay-at-home mom and she helped my family by watching our daughter. This provided me with the opportunity to know Dennis as a family man and father away from our Patrol duties. Dennis was open about his love for his family and his strong religious beliefs. He was not a person to leave the future to chance and talked about all the plans he had for his growing family in the future.

Dennis and I worked together for just over seven years and he never swayed from his beliefs, love for his family, of the Highway Patrol. He approached every day with the same determination and burning desire to do his job to the best of his ability.



This Marriott family portrait was taken in 1979.

Shortly after I was assigned to the Training Division, Dennis was conducting a car stop involving a suspected drunk driver when he was struck by another car, ironically, driven by a drunk driver. He was standing at the roadway edge interviewing the violator at the time he was hit. The violator then used his patrol radio to call for help. The driver who hit Dennis left the scene and was arrested a short time later by officers from the Jefferson City Police Department. Dennis was taken to the University of Columbia Medical Center with major injuries including massive head injuries. His family and zone members were immediately at his side and a few days later he succumbed to his injuries.

Dennis's accident was the first accident involving a member of the Highway Patrol to be reconstructed. The reconstruction, along with the rest of the criminal investi-

gation, was used at trial to convict the driver of manslaughter and she received a 10-year sentence for the offense. The recently created organization, The MAS-TERS, was quick to react and helped the Marriott family with financial support.

I will never forget Dennis' strong beliefs and absolute dedication to his family, his faith, and the Missouri State Highway Patrol.

(Ret. Captain B. Chris Baker wrote this article in 2005, for this 75th anniversary project.)

With four officers losing their lives while performing their duties, 2005 was a very difficult year for the Missouri State Highway Patrol. Each loss of an officer compels me to reflect on the officers who have been killed since I have been employed with the Patrol.

The first officer killed after I became a member was Dennis Marriott, my field training officer, who was hit by an intoxicated driver in 1981. Prior to Dennis, there had not been an on-duty death since 1970.

The role of a field training officer is one of the most important our officers perform. If not for a committed FTO, a new officer may not receive the training they need to succeed. I could not have asked for a better FTO than Dennis Marriott. Dennis was a hard-working officer who thoroughly enjoyed his job. He did not complain when things did not go exactly as he wanted, but continued to do the job he loved.

Dennis was committed to serving others and felt by being the best officer he could be he was fulfilling that commitment. He was soft-spoken, and even during an enforcement contact made people feel at ease. He enjoyed the camaraderie he had with his fellow officers. Dennis worked hard, but I also remember he played hard, too. He and his wife, Cindy, had four children who kept them busy. He loved his



The Marriott family in 2002: (seated, l to r) Rebecca, Cynthia, Michael; (standing l to r) Jennifer and Cindy.

Dennis touched are much better for having known him.

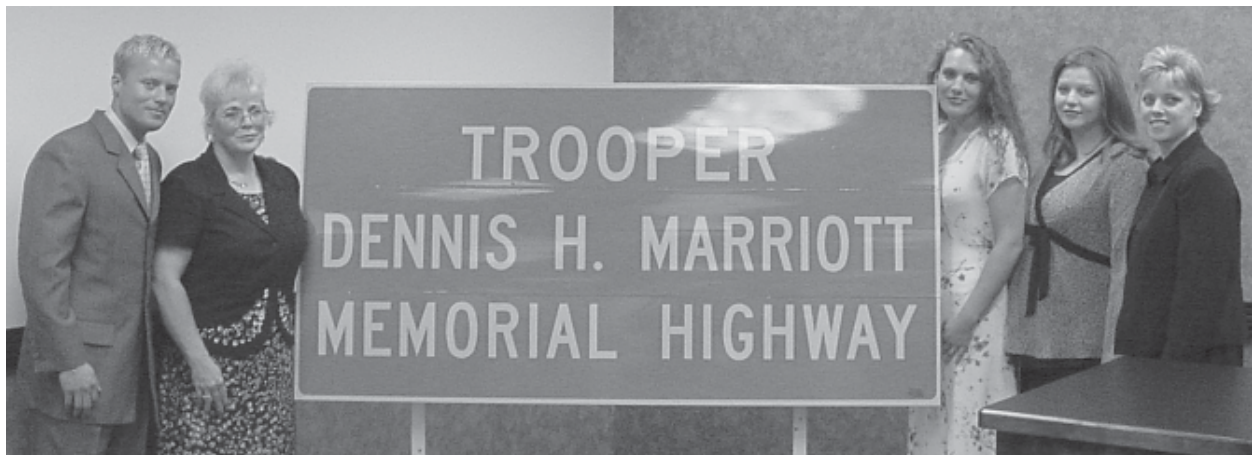
(Lt. Charles E. McCrary, Troop H, wrote this article for this 75th anniversary project.)

Trooper Dennis H. Marriott, 36, died on June 13, 1981, after being struck by a drunk driver on June 1, 1981. He had exited his vehicle after stopping a violator. The incident occurred on U.S. Highway 54 south of Jefferson City, MO. The driver of the vehicle that struck Tpr. Marriott was stopped and arrested by local police a few minutes after the crash. Tpr. Marriott was survived by his wife, Cindy, and four children: Cynthia, Michael, Jennifer and Rebecca.

work, but also loved being a husband and father.

I know Dennis felt he was called by God to serve, and serve he did. The Missouri State Highway Patrol was blessed to have Dennis for the short six years he proudly wore the blue uniform. The lives

On Friday, September 10, 2004, a stretch of U.S. Highway 54 from Missouri Route 179 and traveling westbound for approximately one mile was renamed the Trooper Dennis H. Marriott Memorial Highway.)



The Marriott family, Michael, Cindy, Jennifer Zachreson, Rebecca Wattleworth, and Cynthia Stonehocker, attended the dedication ceremony for the Trooper Dennis H. Marriott Memorial Highway in 2004.



Trooper

James M. "Jim" Froemsdorf

Badge #261

10-42 ... March 2, 1985

On the evening of March 2, 1985, at approximately 1755 hours, a tragic event occurred at the 134-mile marker, on northbound Interstate 55, in Perry County, Troop C. This tragic incident adversely affected the lives of a close-knit Patrol family, members of the Patrol, and an entire rural community. The event was the cold-blooded murder/execution of Trooper James M. Froemsdorf, a nine-year veteran of the Missouri State Highway Patrol. The perpetrator of this heinous crime was career criminal Jerome Mallet.

Tpr. Froemsdorf's photograph is displayed in each troop headquarters across the state, along with photos of our other fallen brothers of the Patrol. His name appears on the police memorial walls in Washington, D.C., and Jefferson City. Other than seeing his picture or reading his name on one of the walls, many of our members, both young and old, never had the opportunity to know Tpr. Froemsdorf as an individual.

I had the honor and privilege to work with Jim and to share his friendship on a daily basis. I would like to take this opportunity to share with you this man's fine attributes and characteristics, so that his accomplishments and contributions on Earth will be preserved for many generations.

Tpr. Jim Froemsdorf was a dedicated husband and father. He possessed strong family values and cherished his children. Like most young troopers, he had the normal financial burdens associated with everyday life, but managed to be a good provider and lived within his family's means. Sarah, his wife, worked and pursued a higher education in nursing. Jim's three young daughters, Teri, Kim, and Amy, participated in community activities such as cheerleading and Brownies.

Tpr. Froemsdorf was an individual who enjoyed life and was a man of his word. He was the senior trooper in the zone, and his opinion was often sought and valued by younger zone members. He was never flamboyant in anything he did and often downplayed his accomplishments and abilities. Jim was a veteran of the Vietnam War and had served in an infantry unit during the late '60s. There is no doubt he was exposed to many horrors of war, but was the type of man who never talked or bragged about his experiences. I can only recall one time that he discussed any specific events he had endured during his service.

Although Jim was at times a quiet and reserved man, he had a sense of humor and was quite capable of playing practical jokes. For instance, there was a time that he and another zone member (who will remain anonymous due to the fact that he is now the director of the Research and Development Division.) re-arranged all of the furniture and file cabinets in the zone office, including the zone sergeant's desk,

while the sergeant was away on vacation. When the sergeant returned to duty and demanded to know who was responsible for moving his furniture without his approval, Tpr. Froemsdorf came forward and immediately gave him the names of former Trooper Gary Wilson and me!

One of Jim's favorite jokes was what he referred to as "buzzing" me. Everybody in the zone knew that my favorite "fishing hole" was parking on the ramp to southbound Interstate 55, at the Route Z interchange, near the Ste. Genevieve and Perry counties line, and conducting a stationary radar operation with my Speedgun 8. Late at night, a southbound passenger car would often "break the beam" at 100+ miles per hour. I would practically tear the transmission out of my patrol car as I wound through the gears to chase down the speeding offender, only to crest a hill and discover Jim's semi-marked patrol car parked on the shoulder with his lights off. After I would turn around, and approach him in his car, I would always become infuriated when I would hear the laughter

coming from within. I was my own worst enemy, because I would fall for the same tactic about once every six months.

In addition to associating with Jim on duty, we often got together off duty. While raising children, we never had enough money to participate in any extravagant outings, but we enjoyed doing trivial things such as cutting wood, target practicing, taking our families to Show Biz Pizza Place in Cape Girardeau, and just having "get-togethers". During these times, I had the opportunity to share thoughts, beliefs, and values with Jim.

Without breaching the confidences he and I shared as friends, there are a few of my observations I would like to relate. Jim was like all of us; he was not without faults. However, he was a sincere individual who had no hidden agendas and led a meaningful, spiritual life. He demonstrated compassion for individuals he encountered, and was well respected in the community. He always had a "soft heart", as reflected by the number of stray dogs



Sarah Froemsdorf unveils a sign during the ceremony to rename a portion of Interstate 55 the Trooper James Froemsdorf Memorial Highway in 2002.



The Froemsdorf family celebrates at the 79th Recruit Class graduation in 2002. The uniform worn by Trooper Jim Froemsdorf's granddaughter was made from one of his old uniforms.

he was always bringing home and adopting.

I always referred to Jim as “the peace keeper”, while we were on the road. He had a low and mild temperament and would often “bail” me out of a confrontational situation as it quickly escalated. On the other hand, he was an excellent backup officer and was capable of taking care of a volatile incident.

I, personally, feel very blessed to have enjoyed Jim’s friendship. I admired the man and I admired the things he believed in and stood for. If I were ever going to mold myself into the image of another human being, that person would be Jim Froemsdorf. He has instilled values in me that have given me the desire and inspiration to strive to become a better man, and I hope that I have instilled similar values to others along life’s path.

I urge all Patrol employees to stop at the town square in Perryville and visit the monument the citizens of Perry County have erected on the courthouse lawn. The words engraved on the monument are:

“Dedicated in Recognition of Jim Froemsdorf, Trooper 261, and Our Missouri State Highway Patrol, May 15, 1985.”

In addition to this tribute, though it is years after the incident, the 134-mile post on northbound I-55 still displays flowers, wreaths, handwritten poems, and related notes from passing motorists in memory of Tpr. Froemsdorf. These tributes speak volumes for the high esteem and respect our citizens possess for the Missouri State Highway Patrol. It is because of the dedication and sacrifices of our predecessors, such as Tpr. Froemsdorf, we are able to enjoy the excellent reputation you and I share today.

(This article first appeared in the March 2000 issue of the Patrol News, to remember Tpr. Jim Froemsdorf on the 15th anniversary of his death. Lt. Randy Becker, Troop I, is now Captain Becker and the commanding officer of Troop I. The RDD director mentioned is currently a major and commander of Technical Services Bureau.)



Trooper Jimmie E. "Jim" Linegar

Badge #865
10-42 ... April 15, 1985

On April 15, 1985, Trooper Jim Linegar and I had lunch together. We talked about work and families. He told me about an outing he and his family had gone on the day before, and we had some good laughs. We decided to have a spot check on U.S. Highway 65 and MO Highway 86, south of Branson. It was a beautiful spring day and very quiet.

Jim and I drove to the spotcheck and started checking cars. He was checking eastbound traffic and I checked the westbound vehicle on MO 86, just west of U.S. 65. I saw Jim talking to the driver of a brown van, and then saw the van pull to the shoulder and stop. Jim got in my patrol car to use the radio. I overheard some traffic with Troop D, then Jim motioned for me to come to the car. He showed me an Oregon driver's license with the name, "Matthew Mark Samuels". He told me there was a possible "hit" on someone using the name as an alias, but he didn't think it was the correct person. He also indicated we needed to check it out.

Jim approached the driver's side and I came up the passenger's side. I looked in to see the same face that appeared on the driver's license. There was camping gear and a large dog in the van. The van had a Nevada license plate that was not on file in the computer.

As I looked into the van, I heard Jim ask the driver, "Is this your van?"

The driver said, "No."

Jim then asked, "Whose van is it?"

The driver said, "A friend's."

You must understand that in the spring in Branson it is not unusual for people to go camping with friends from other parts of the country, nor would it be unusual for them to drive their friend's vehicle.

Jim then asked, "What's your friend's name?"

The driver said, "I don't remember. I don't know him that well."

Jim immediately told the driver to step out of the van. I saw the driver turn and open the door. As he did, I started to the back of the van where Jim would bring the driver. As I started toward the rear, I heard a short burst of automatic weapons fire, followed almost immediately by a second longer burst. I ran to the back of the van.

When I looked toward the front, the driver, David C. Tate, appeared and fired another burst down the side of the van. I ducked behind the van, and then fired two shots down the side of the van to keep him from following me. I then dived onto the ground, with my head under the



The Linegar family proudly holds a Trooper Jimmie Linegar Memorial Highway sign prior to it being placed near a portion of U.S. Highway 65 renamed as such on October 8, 2003. Pictured from left to right are Huey Linegar, Sandy Linegar Webb, Michael Linegar, Lucy Linegar, Jennifer Linegar, and H. Bill Linegar.

rear of the van. I saw Tate's feet at the front, and fired two more shots under the van. He shouted, and jumped up on the front bumper. He came down in an area where my vision was blocked by the left front tire and the rear-end housing. I waited for what seemed like an eternity. I couldn't see Jim and I didn't know where he was.

After a few seconds, I scooted over and saw Tate running east on MO 86. I got to the left rear corner of the van and fired the other two shots from my revolver. Tate was still running away when I turned to look for Jim. He was about eight feet behind the van, face down. He had made it to where Tate could not see him. As a result, Tate did not know if there were one or two of us shooting at him.

Checking Jim, I realized he was badly wounded. I ran to the patrol car and radioed for help. Tate crossed US 65, and

went down into a deep ravine, out of sight.

I went back to Jim, giving him first aid and CPR until Lt. Bob Matthews arrived. We continued until Branson Police Chief Steve Medford and Taney County Deputy Chip Mason relieved us. The ambulances, helicopter, and other officers arrived. A weeklong manhunt started that would involve many, many police agencies from several states as well as the Missouri National Guard and other federal agencies.

Jim was pronounced dead at Skaggs Hospital in Branson. I was treated for three gunshot wounds and released the next day.

David Tate was at large from Monday, April 15, to Saturday, April 20. After a citizen reported seeing someone acting strangely near the lake, Tate was captured and taken into custody just before sunset, near Forsyth, MO. Tate was tried

in Boone County for the murder of Tpr. Jimmie E. Linegar. Being found guilty, he was sentenced to life in prison. He was also tried for armed criminal action and first degree assault. He was given a second life sentence plus 15 years, to be served consecutively.

Now, to the things many people don't know. Who was Jimmie Linegar? He was nearly a five-year veteran of the Missouri State Highway Patrol with another five years of police experience with the Lebanon Police Department.

In 26 years, I have worked with many police officers, but Jim Linegar was one of the best. He was always thinking about how to do things better and safer. He always wore his protective vest, as he did that day. The fatal round entered the side where the vests do not cover.

Jim was a Christian and knew what was important. Jim and his family were faithful to their church. Jim was a family man and they were always a topic of conversation. He was proud of his family. His daughter, Jennifer, and son, Michael, were the pride of his life. They would meet us in the evening at McDonald's at what was then Lakeview (now, Branson West), and eat with us when we were working. He always had time for them. It was obvious to anyone that his wife and children were the joy of his life.

Jim was also a person who loved to hunt. He would go to Lockwood and hunt anytime he got the chance. He loved to just get out into the open and relax. Jim was a good friend. He was the kind of person you could talk to about important things. He would always listen. When you needed help on the job he was always there. He was the kind of officer you didn't have to call to come to assist you with an accident. If he wasn't busy, he was there to help.

Jim also had a great sense of humor. He was always in on the jokes in the zone. Oftentimes, he would be the target of those jokes. As the youngest member of Zone 4, he had to have a good sense of humor ... or else.

Jim left a wife, Sandy, who has worked with other families who have lost a loved one in the line of duty. He left a daughter, Jennifer, then 5. (*She has grown into a beautiful young woman who attended Jim's alma mater, SMSU, in Springfield.*) He also left behind a son, Michael, then 3. (*Michael attended Jim's alma mater, and is a member of the 85th Recruit Class.*) Both have grown into the kind of young people of whom Jim would be proud. Michael has many of his father's mannerisms. I'm certain that he will be as fine a man as his father.

Why did those things happen on April 15, 1985? I still don't know, but I know Jim is in Heaven and has no more questions. That gives me some comfort. I also know what David Tate did, he did of his own free will and God did not cause those events to take place. I know that as tragic as the events of that day were, some good things did happen in the aftermath. Many of those positive outcomes happened because of the kind of man Jim Linegar was and the kind of life he lived.

He was a very, very good friend.

(Troop D's Sgt. Allen D. Hines wrote this article to remember Tpr. Jim Linegar on the 15th anniversary of his death. It was originally printed in the April 2000 issue of the Patrol News. Tpr. Linegar's as-sailant is serving a life sentence without parole. Sgt. Allen D. Hines retired on May 1, 2001. In 2003, a portion of U.S. Highway 65 between Missouri Highway 265 and the Missouri-Arkansas line was designated the Trooper Jimmie Linegar Memorial Highway.)



Trooper Russell W. Harper

Badge #670
10-42 ... February 8, 1987

Retired Sergeant Jim Lee remembers Trooper Russell W. Harper as being a great friend, and the kind of guy you would want on your permanent “friends list”. Jim described him as one of the most empathetic men he has ever known. Russ would go out of his way to help anyone who needed it. Jim recalls Russ being dedicated to quality contacts and aggressively looking for disabled motorists. “He was one of our really true heroes,” said Jim.

There was one story told in the zone that gave credence to Jim’s observation about disabled motorists. In all fairness to Russ, there’s more than one version to the story. But, this is the one I was told. One of his fellow zone members pulled in behind Russell’s patrol car one night. Russ was parked behind a disabled motorist whose vehicle had the right rear jacked up. The flat, rear wheel lay on the ground behind the car. Russ was leaning on the spare and appeared very tired.

With some reluctance the story began to unfold. The motorist had leaned his spare tire against his rear bumper while he jacked the car up on the right, rear side. After removing the flat tire the motorist discovered the spare tire had rolled down the embankment into a field of tall weeds. Now enters our Trooper Russ Harper. After an unsuccessful search, Russ decides to

re-enact the crime. Placing his spare at the motorist’s bumper, he gives it a little push, and then follows it to see if it would traverse the same path as the run away spare. This part of the story has the most variations. That is, how many times was Russ’ spare sent on this mission? I think several is a fair compromise.

My first interaction with Russ was on the other end of the spectrum. Jim Lee was my FTO and he drove us to Highway 61 and Bradley Beach Road just south of the Meramec River where our zone was holding a noontime spotcheck. Jim thought it would be good training to work with a different trooper during the spotcheck. Jim escorted me to where Russ was working the traffic. Between motorists, Jim told Russ who I was and that he would be working with me. Russ pointed to a safe place off the roadway and with a stern tone and a piercing look told me he would be with me when he caught up. I knew in that brief instant I did not have to worry about making decisions for a while—just do what I was told.

I really thought that was pretty good deal until a driver with an attitude decided to drive around Russ instead of waiting his turn in line. With the same demeanor he used to direct the newest trooper, the driver was told where to park his vehicle. Russ instructed me to escort the driver to his patrol car until he could talk to him. It was clear that was all he expected me to do. I held the driver’s arm just above the elbow as we walked to Russ’ car.

The driver smelled of alcohol and began talking to himself about not having to take this kind of stuff, and that he was bigger than me, he could whip my [body] if he wanted to. I was hoping the guy would talk himself out of doing something like that, but as I opened the door of the patrol car it went downhill quick. He pulled his arm forward out of my grip and as he brought it back toward my face, I blocked it and put him into a "full nelson". Russ has not seen any of this yet, but the forty-eleven drinkers in the picture window-sized windows in the dance bar had a ringside seat.

I tried to maintain my hold and hoped the guy would just calm down without me having to talk or do anything else. No such luck. He placed his foot on the running board and pushed up almost breaking my hold. With his foot back on the ground and my hold still in place, his head recoiled forward denting the top of Russ' patrol car roof with his now broken nose. I think it was at this time Russ noticed us. It might have been during the next two repetitive maneuvers with the same ending results. It looked really good to see Russ running in our direction to help control this guy. To my amazement, Russ seemed more concerned with me letting go of the drunk than the drunk. However, by this time the drunk was in no mood to take on a seasoned serious trooper when a little non-speaking one had just broke his nose three times.

On the way to Hillsboro Jail Russ would occasionally give me a piercing look in the rearview mirror that told me he had a lot of questions he was going to ask me later. The only conversation all the way to jail was the drunk talking to himself about how he didn't understand what had happened. It gave me time to think how it must have looked to Russ. He told this brand new kid to just walk a guy over to his car and as he looks up he sees the

driver's face being smashed on the top of his patrol car three times. He could not see from his position the drunk's foot pushing back, but he could see a bunch of drinking witnesses in the dance bar windows watching the denting of his patrol car.

Russ and I laughed about that first encounter many times. What that told me about Russ was he was serious about being careful and professional. I never once saw Russ take an unsafe shortcut or do anything less than professional. I knew if I had not been justified in my actions, I was in serious trouble, because Russ would be on the side that was right. One of Russ' greatest qualities was his smile and being able to communicate his sincere desire to help those in need.

Russ transferred to Troop D, Springfield, and eventually worked with Trooper Allen Hines. He said Russ was a person who really cared about the men he worked with. He was very active in helping the Troopers Association get started, and when he talked about it, he didn't put down the Patrol, rather emphasized the positive things we could do with the association. Russ talked about lobbying and having numbers to contact people who could help the people on the lower end of the rank structure. Some felt he came on strong, but he could see what was to be, and he had a passion for that success.

Russ was an excellent road officer. "Russ taught me some things no one else had ever bothered to teach me: How to look for where a license was issued and where the dealer emblem was from. If they didn't match and the occupants were of questionable character, it bore further checking. He was always the one in his zone who would try to help new troopers. He did not treat them like they were the 'new guys'", said Allen.

Allen talked about how Russ had purchased an older house he was very proud of. He had done quite a bit of work on the

house when some of the older wiring shorted out and caught fire. There was a fairly large amount of damage and as it was being repaired he would take people over and show them all the work being done. (As I recall, he was doing some of the work himself.) It was going to be a real show-place. He was proud to be restoring an older house to something people in the neighborhood would be proud of. Unfortunately, just weeks before they were to move back into the house Russ was killed. Gayla, his wife, still lives in the house.

Russ was proud of his sons Russ, Brad, and Nick, and his children by choice, Lynlee, Gayla's daughter, and Robert, their exchange student from the Netherlands. Lynlee describes Russ as unexpectedly funny and generous especially with his

time. Lynlee's youth group from church preferred to have their parties at Russ and Gayla's home ... Even their 10-year reunion party, because that is where they had their fun. That is where they felt loved and welcomed. Robert, who lived with them for a year simply says, "Russell was my dad."

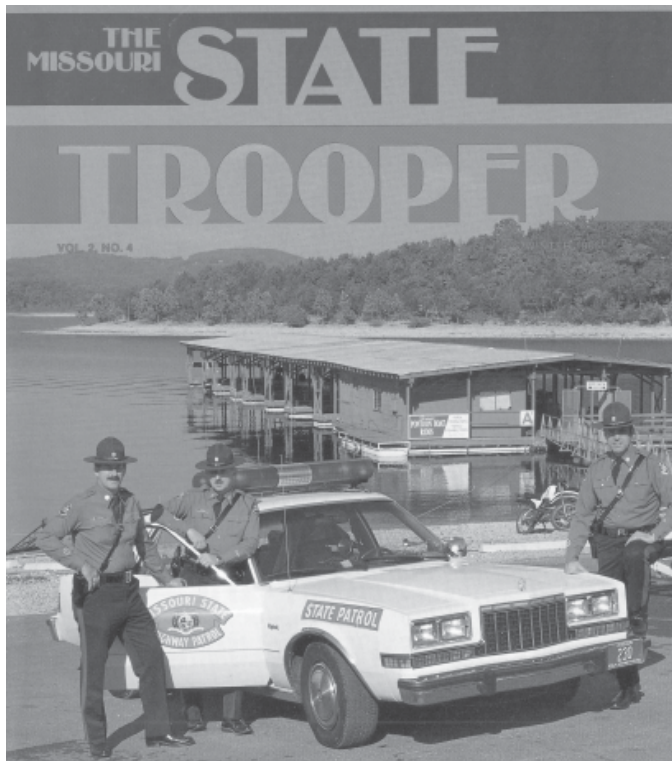
Allen concluded his thoughts about Russ by saying, "One of the things I remember most is how he talked about Gayla. He adored her and you could tell when he talked about her she was his true love. She worked at Troop D and it was really neat to see the way they were around each other. It was obvious she felt the same way about Russ. They were a blended family that really cared about each other."

Russ reminds me of the quote credited to John Paul Jones, first admiral to the U.S. Navy, "*I wish to have no connection with any ship that does not sail fast, for I intend to go in harm's way.*" Russ intended to do his job at the highest level of professionalism possible and loved doing it. He succeeded.

Success:

- To laugh often and much;**
- To win the respect of intelligent people and the affection of children;**
- To earn the appreciation of honest critics and endure the betrayal of false friends;**
- To appreciate beauty, to find the best in others;**
- To leave the world a bit better, whether by a healthy child, a garden patch or a redeemed social condition;**
- To know even one life has breathed easier because you have lived.**
- This is to have succeeded.**

—Ralph Waldo Emerson



Tpr. Russell W. Harper (center) was a strong supporter of the Missouri State Troopers Association. He is seen here on the cover of a 1986 MOSTA magazine with Tpr. Jerry Walter and Tpr. Allen Hines.

(Ret. Lt. Ed N. Moses wrote this article in 2005, for this 75th anniversary project. Ret. Sgt. Allen D. Hines and Ret. Sgt. Jim C. Lee assisted.)

Russell was my friend. We didn't work the road as zone members, and Russ never worked undercover with me. But, we spent many a spell talking about things. I will try to give you the Russ I knew. I do not exactly remember the very first time I met Russell Harper. I had been assigned to Troop D, Springfield, upon graduation from the Patrol Academy in Rolla, in '69. I was assigned to the Springfield local zone and I was pretty much trying to remember where the gas pump and bathrooms were located. Russ worked Troop C, St. Louis County, Jefferson County, and then later (Troop D) Springfield. It was during my undercover assignment I remember hearing Russ's name being brought up during raids and arrests. I was told he would be a "good man" to have on the raids. Every man knew you didn't have to look around to see if Russ was there when doors were kicked in or guns were drawn. He proved to be exactly what I was told he was ... a real, "dyed in the wool", no nonsense, totally dedicated Missouri state trooper.

Russ and I talked about motorcycles, guns, and how to solve the problems of the universe, but mostly we talked about how to improve our Highway Patrol. As anyone who was there in the beginning knows, the forming of the Missouri State Trooper's Association became a real project. Russ wanted to make things better, not tear anything down or publicly criticize the Patrol.



Lloyd Vitt, Russ Harper, Jim Simpson, and Allen Hines, all MOSTA supporters, enjoy each other's company at a MOSTA function.

We could discuss things and folks among ourselves, but guys like Russ Harper and Lloyd Vitt knew the changes needed to be from inside and as private as we could make them. Now, don't get me wrong ... if an issue came up that Russ disagreed with or knew was not the "path" to take, he was a bear! He loved the Patrol and if you would have cut him, he would have bled blue. He wanted things to be better and more professional with the Patrol. He did not want a union or a "problem organization" to form ... he wanted an association that could voice opinions and make changes to make our jobs and lives better.

The only thing that Russ Harper loved more than his job and the Highway Patrol was his wife, Gayla; his daughter, Lynlee; and his sons, Russ, Nick, and Brad. Gayla was Russ's reason for being. The house that Gayla lives in now was one she had played in when she was a little girl. Her friend's daddy, a doctor, owned the house

and the land around it. It was a fairly good-sized ranch. Horseback riding and romping around the place were Gayla's favorite pastime. She mentioned to Russ one time about the house and how many great memories she had in and around that old, brick home. Russ bought the home for her as a "wedding gift".

Russ Harper was a "trooper's trooper"! He was a "good cop". He did more than his share in every endeavor he ever undertook. He was what the Patrol Academy wanted all of us to be. No one was more professional and no one loved the Patrol more than Russ Harper. He was an expert shot, an expert high-speed driver (before the days of formal emergency driving training), relentless in his efforts to "catch the bad guys", and dedicated to "protect the helpless". Russ disliked bullies of any age and would not tolerate rudeness or crudeness around him or his family. Russ Harper would have been a

credit to any law enforcement agency in this country, but he was a Missouri State Highway Patrol trooper. He was a trooper in every sense of the word. Those who did not know Russell Harper should have ... Those of us who did, miss him.

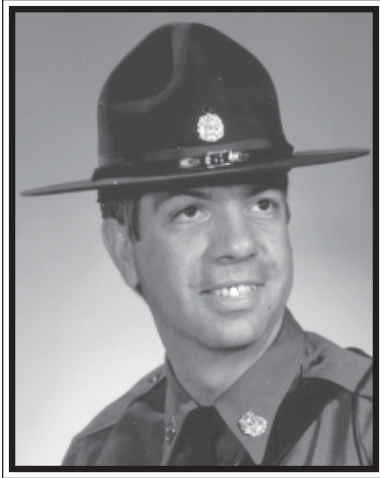
(Ret. Sgt. Lee Porter wrote this article in 2005, for this 75th anniversary project.

Trooper Russell W. "Russ" Harper, 45, was shot and killed on February 8, 1987, after he pulled over a pickup truck for a traffic violation east of U.S. Highway 65 and U.S. Highway 60 near Farm Route 189. Before Tpr. Harper could stop his patrol car off the roadway, a man emerged from the truck and fired several rounds through the patrol car's windshield. Tpr. Harper was survived by his wife, Gayla; his sons, Russ, Brad, and Nick; and his stepdaughter, Lynlee.

On October 15, 2004, a portion of U.S. Highway 60, east of Springfield, MO, was renamed the Trooper Russell Harper Memorial Highway.)



Mrs. Gayla Harper lovingly touches her husband's name at the Missouri Law Enforcement Memorial after the annual service remembering Missouri's fallen heroes.



Corporal Henry C. "Hank" Brunns

Badge #169

10-42 ... February 16, 1987

Henry C. "Hank" Brunns became a proud member of the Missouri State Highway Patrol on June 1, 1968, as a member of the 35th Recruit Class. He and his wife, Judy, relocated from Savannah, MO, where Hank was a lineman for the local rural electric cooperative, to Troop H, Cameron, MO, after graduation. In early 1969, they moved to King City, MO. Two of the mottos of the Missouri State Highway Patrol are "service and protection" and "ladies and gentlemen who enforce the law". Hank not only followed these, he lived them every day while a part of the King City community. Hank was the first trooper ever to be stationed in the town of 1,000, and established a reputation that is difficult to live up to—even now. Hank was and always will be "King City's trooper". Hank and Judy lived in King City for 16 years, raising a son, Darrick, and a daughter, Amy. Hank was promoted to corporal and moved to Trenton, MO, for a short time before leaving us in February 1987.

As I said, Hank lived the moniker of service and protection 24 hours of every day. When he arrived in King City and got established, he had the alarm system of the First State Bank of King City hooked to his home. Needless to say this immediately garnered instant respect and

popularity within the community. Unlike the "Fair Labor Standard" mandated shifts we are accustomed to today, back then you could work as long as you liked. It was not uncommon to see Hank at all hours of the night and day, long after his scheduled shift had ended, either in his patrol car driving around the community or riding with good friend and next door neighbor, Gentry County Deputy Dick Piper. It appeared he worked all of the time.

Deputy Piper related he never remembers getting a call that Hank didn't offer to go with him, either when Hank was on duty or off duty. Sheriff Gene Lupfer has been sheriff of Gentry County for 25 years. He told me Hank was one of, if not *the* finest law enforcement officer he has ever worked with. He said many times over the years Hank was there to assist him with an investigation or serious event. He could always count on Hank being there with help to the end. Sheriff Lupfer said he occasionally takes out and reads a personal letter of appreciation Hank wrote to him when Hank was promoted to Trenton and left the area. Sheriff Lupfer said Hank was not only a great law enforcement officer, but also a great friend.

Hank gave many more warnings than he gave tickets to the people of the King City area and it reflected in the respect everyone showed him, especially the youth of King City and the surrounding area. If Hank told you to do something, you did it just because that's what Hank



*Hank and Judy Bruns,
1984*

Hank first job — This photo is of Hank at his first job, as a lineman for REC. He held this position from 1966-1967, until he joined the Patrol.



told you to do, no questions asked. We all knew Hank would give you a ticket if he thought you deserved one, and most of the time he was right. The ones he gave, we did deserve.

If he wasn't at work, it didn't really matter. If you needed him, he would be there to assist. It was a common custom that if you had a vehicle accident, or any

incident for that matter, you just called Hank at his house—not the troop or the sheriff's department. If he was not there, his wife, Judy, would make sure he was notified. Hank would show up, in uniform if he was working, or in blue jeans if he wasn't, and work your accident or handle whatever problem existed. It was not uncommon that even while on vacation, Hank would interrupt what he was doing to provide service to the citizens of the King City area.

Looking back, I would have to classify Judy as near sainthood for the partnership she had with Hank. She had to have been inconvenienced many times be-

cause of Hank's brand of service to the people of the area. I can personally recall late one night while home from college getting my car stuck on a muddy road a couple of miles from Hank's house. A friend with me from St. Louis was amazed when we walked to the local state trooper's house at one o'clock in the morning to ask for assistance. That was unheard of in St. Louis. Hank got up and was more than happy to pull us out with his pickup truck. The only price paid for such a favor was years of good-natured teasing by Hank.

Hank not only served the King City area as a Missouri state trooper, he was involved on the Park Board, the Swimming Pool Board, and Boy Scouts. He served as a coordinator of the summer baseball/softball program as well as coached and umpired. During the school year, he was at almost every athletic

event and served as team trainer. If there was an injury on the field or court, Hank usually beat the coaches to the injured player. He was a certified First Aid instructor for Troop H, and used that knowledge in the community not only at the high school, but also by helping as a volunteer to the local volunteer ambulance district and fire department. In addition to all of this, Hank still was a regular at the coffee shop where he was everyone's friend. Hard to believe, but Hank found time to be a devoted father and husband, rarely missing one of his kid's activities. Everyone knew and loved Hank and his dedication to the people of the King City area. To us, he was the epitome of what the Missouri State Highway Patrol was to the people of Missouri.

Hank not only built a positive reputation with the public he served, he also was a popular law enforcement officer with his peers all over northwest Missouri. Hank lived in an area that basically bordered five zones within a short distance from his residence. Hank referred to this area as "the Laplands", because it overlapped so many zones. He took full advantage of this geographic quirk. It was a standing joke Hank had no zone assignment. However, at one time or another during his tenure in King City, he was assigned for some period of time to each of the five zones. Hank's attitude toward "service and protection" carried over from the general public to his fellow law enforcement officers. I use the

This photo was taken Christmas 1981 of Hank, Judy (seated), Darrick, and Amy Bruns.

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TAKING PICTURES: Caught in a stationary position, above, Trooper Hank Bruns of the Missouri State Highway Patrol poses in an unassuming car to record his speed with his radar unit. To the right, the reading indicates that the motorist was in violation of the statewide 55-mile-per-hour speed limit. The Patrol car does not have to be obeying itself for Trooper Bruns to take a "speed picture," as the Chief says. "Not wanting himself," the Patrolman can catch speed violators approaching by using radar. According to Bruns, the state of Missouri has roughly 650 troopers assigned to radar duty. Of that number, about 300 to 400 are on duty at all times. Every mobile unit is radar equipped, he pointed out. Speeder arrests have increased with the lower limit and a larger number of Highway Patrol officers with radar in their cars, he said. (TCN photo - G.Hoppe)



Smokies Take Fine Pictures

By Bob Cobb
And Sharon Gillette

Radar units, at least those assigned by the Missouri State Highway Patrol, take all the guesswork out of speed detection. At least, this is the feeling of one local "Smokie." The Highway Patrolman, Trooper Hank Bruns, who resides in King City but is assigned specifically to Andrew County and other outlying areas, has worked with his particular unit, he has had only one malfunction.

"Even, they like radar units do malfunction occasionally but instead of going incorrect readings, they will come to operation," Bruns informed the News, adding in a few more he has worked with his particular unit, he has had only one malfunction.

His unit records speed of the patrol car, as well as those going away from him. By simply making a button, Trooper Bruns can lock in the speed of an approaching vehicle. "Radar works on a collision-type action," he continued, "recording how quickly two objects are coming together, com-

puter information and gives on the ground speed on any approaching or departing vehicle."

The 55-mile-per-hour speed limit has resulted in much more radar enforcement from the Highway Patrol. "I use it every day in some capacity, either in issuing a speeding ticket or making an arrest," Bruns divulged, he looks out for speeders mainly on secondary roadways, such as Highway 166 or 48, but occasionally is sent out for duty on Interstate 26.

The information, according to the Missouri State, are the hardest to patrol, due to the heavy traffic. Anywhere, the hours between 9:30 a.m. and 3:30 p.m. produce the lowest number of warnings, or arrests but from 3:30 up to 7:30 o'clock at night the activity picks up.

Because of the flexibility of the newer units, the Patrolman rarely needs from a stationary position. They don't have to. "I don't know anybody who takes behind a billboard, trying to catch speeders," Bruns quipped. He can be found set up just over a hill

(Continued on Page 6)



term law enforcement officers, because Hank did not differentiate deputies from police officers or either one from troopers. In Hank's mind we were all in this together, and he would go to the ends of the earth to help another public servant.

I talked with several other members who, as I do, fondly remember Hank. Sergeant Larry Bodenhamer worked with Hank for several years in Troop H, Zone 5, Buchanan County. Larry remembers you never knew where you might find Hank, but you could bet if there was a major event while Hank was working, anywhere in the northwest Missouri area, Hank would be there. Sgt. Bodenhamer remembered one particular event involving a pursuit that started north of St. Joseph, MO, and involved a stolen vehicle and a possible abduction. The pursuit continued into Troop A and ended somewhere in the middle of Kansas City, MO. Sgt. Bodenhamer said he wasn't sure if Hank was even involved directly in the pursuit, but he can remember watching the news report of the incident on local television and laughing—as there was Hank leading the captured suspect into the Kansas City Police Department. That location could have just as easily have been Princeton, Braymer, Rushville, Tarkio, or any of the far reaches of Troop H.

Retired Sergeant Ray Stufflebean was Hank's zone sergeant in Buchanan County. He recalls that back in that era, assignments were made as to which roads were to be covered during a shift. Sgt. Stufflebean said he never assigned Hank to a particular area, because he knew Hank might end up in Rushville, Cameron, Maryville, or somewhere else other than where he was assigned. He said it didn't matter, because he knew he could depend on Hank to be where he was needed. He described Hank as one of his "pride and joys"; one of the most dedicated officers

he ever worked with in his years with the Missouri State Highway Patrol.

Lieutenant Jim Ripley started his career in Troop H, Zone 1. He recalled when someone was assigned to Troop H, Hank Bruns was immediately your friend. With Hank you didn't have to prove anything to him or earn any respect as a new officer. You had Hank's immediate respect simply because you were a trooper.

One of Hank's long-time friends and my first zone corporal, Retired Sergeant Larry Liebig, recalled Hank as a dedicated and active officer from the first moment he met him. Sgt. Liebig said Hank was originally assigned to the Cameron zone, and had brought Judy with him to the zone office to introduce them to then-Trooper Liebig, shortly after arriving in town after graduation. During the conversation, a call of an injury accident north of Lawson, MO, on U.S. Highway 69 was received at the zone office. Hank asked Sgt. Liebig if he minded if Hank went with him to help. Liebig said that would be fine and Hank told Judy that he would see her later at home. Hank hadn't even signed in at Troop H as an active officer out of the Academy, and was already en route to his first J-2. Sgt. Liebig remembered Hank was referred to affectionately as the "nomad of Northwest Missouri". He lived in King City, but he was everywhere. Sgt. Liebig ended by saying Hank was a true friend. If you ever needed Hank on duty or off duty, at home or at work, you could count on him being there and doing anything he could to help.

As dedicated to the citizenry of the King City area as Hank was, his special interest was the youth of the King City area. The majority of the contributions and organizations listed in the first paragraph are in some way related to his interest in young people. This dedication proved to be the inspiration to a number of young people in the King City area. After Hank's arrival,



starting with myself, there are a total of four individuals from the time frame of Hank's influence, who became troopers on the Missouri State Highway Patrol. If you were to ask any of the four, each would tell you Hank Bruns was a major inspiration in their decision not only to pursue a career in law enforcement, but specifically to become a member of the Missouri State Highway Patrol.

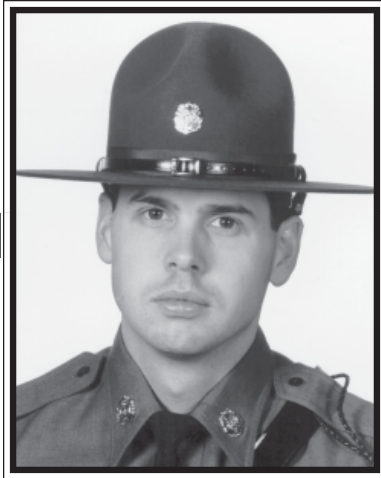
This influence went even farther as at last count there were somewhere in the neighborhood of 10 others from the King City area, including Hank's own son, Darrick, who are now or have been police officers for various agencies throughout the region. This influence extended to many others who grew up around Hank and stayed out of trouble with Hank's direct assistance and are now successful in lives of their own. Of all of Hank's accomplishments, outside of his family, I feel

confident that Hank would be most proud of the fact that he had this much direct influence on the lives of so many young people. Hank truly cared about people in general and young people specifically.

I miss Hank a great deal, as do so many others in the Gentry County area. He was and always will be "King City's trooper".

(Corporal Henry C. "Hank" Bruns, 41, was killed in a traffic crash on Feb. 16, 1987. The crash occurred on Missouri Highway 6 in Buchanan County when the vehicle in which he was a passenger skidded on the ice-covered road and struck a bridge abutment on the passenger side. Cpl. Bruns was survived by his wife, Judy; his son, Darrick; and his daughter, Amy.

Lt. B. Tim Deschler wrote this article in 2005, for this 75th anniversary project.)



Trooper

Robert J. "Bob" Kolilis

Badge #353

10-42 ... September 21, 1988

The 59th Recruit Class reported for duty at the Patrol's Law Enforcement Academy on July 5, 1987. The 30 members of the class had participated in an extensive testing process in which 4,000 people had applied. It was during the testing that I first met Bob Kolilis. He was a poster child for the Highway Patrol, and it was obvious he had an outstanding chance of being selected to fill one of the vacancies. I was fortunate to be selected as a member of the 59th Recruit Class, and was not surprised to find Bob there when I arrived.

It took a while for me to get to know Bob. Most of our free time was spent learning how to do things the Highway Patrol way. We were not sure it was acceptable to speak to one another during idle time, and the fear of being caught by Sergeant Porter kept us busy with other tasks. Eventually, things got easier and we were given privileges. This meant we were allowed to play pool, basketball, or go to the training tank. It was during these times that I really got to know Bob.

Bob was one of the most honest individuals I have ever met. On one occasion, while at PT, the whole class started laughing. Corporal Phil Tinsley did not think it was too funny, and asked for anyone who thought the matter was funny to raise his

hand. I can still see the stunned look on Bob's face as he raised his hand and turned to see that he was the only one who thought the matter was funny. It took him several trips to the medicinal corner to see the light.

Bob was extremely intelligent, and well liked by everyone with whom he came into contact. He was also very athletic, even though he took a lot of grief for his unique, bowed-leg running style. Bob never backed away from a challenge—even when the cards were stacked against him. He was not a gifted basketball player and, like myself, lacked any leaping ability whatsoever. But, he was always up for a game.

Many an evening was spent being abused under the basket by the likes of Scott Cummings, William Bates, Wade Howell, Jeff Smith, Roger Whittler, and Blaine Adams. If he was not under the boards he was valiantly attempting to cover Larry Clark, which just was not possible. Although the games were oftentimes one sided, Bob never complained. He truly enjoyed the camaraderie and the friendship.

When Bob could not get us to play basketball he would recommend a game of dodge ball in the training tank. An awful lot of frustration was taken out in the pool, especially on the basketball players who could not swim very well.

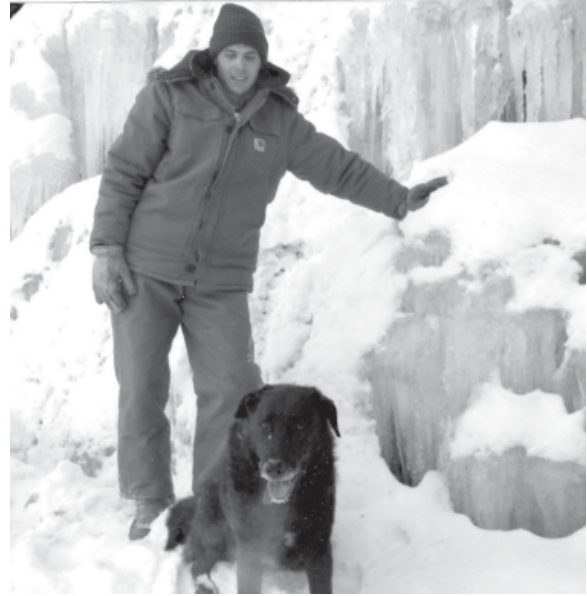
Bob had a good sense of humor and did not mind being the butt of a joke. Retired Captain Corbin saw him at his barbershop one day and from that day forward Bob



Bob and Carol Kolilis are pictured on their wedding day, 1986.

could do no wrong in his eyes. Capt. Corbin would make a point to commend Bob at the morning line inspection. From that point on Bob was affectionately called "Special K" by the class. As popular as Bob was with Capt. Corbin, he was equally unpopular with Lt. Williams. Lt. Williams would sit in the lunchroom and await our arrival at mealtime. Lt. Williams would make it a point to let Bob know how poor his facing movements were. Bob really appreciated the criticism and his facial expressions were priceless. I made it a point to tease him when we left.

Bob never passed up on a chance to get even and boxing afforded him that opportunity. I somehow was matched up with Jeff Smith. Jeff landed about 20 lucky punches to my face and added a



Bob Kollis with his dog, Mickey, at a frozen waterfall in Loose Creek, MO.

nice shade of red to my blue and white t-shirt. My lips were swelled up to about three times their normal size. I remember Bob being concerned when he first saw my face. But, his concern quickly changed to laughter when he realized that I was not seriously injured.

Bob excelled while at the Academy. He was a great marksman, strong academically and physically, and was recognized as one of the class leaders. He had a great personality and always seemed to light up the room. He had a positive attitude and was always willing to offer support. Bob was probably the most well rounded member of the 59th Recruit Class.

Bob made the Academy a better place to be and helped pass the days. It was the longest six months of my life, but I can honestly say that some of my best days were spent there. We graduated from the Academy on December 10, 1987. Bob's father Gus (a former St. Louis police officer) was there to congratulate him. It was one of Bob's proudest moments.

Bob was assigned to the Troop C satellite after graduation. I was also sent to

Troop C, but was assigned to Pike County. We were at opposite ends of the troop and rarely saw one another. We often talked on the telephone, and he could not have been happier. He was married to his loving, devoted wife, Carol, and had his dream job. He had a bright future ahead of him.

September 21, 1988, started like every other day. Bob was out working traffic and stopped a vehicle on a two-lane road. He was talking to the violators when he was struck and killed by a passing motorist. That day will long be remembered for those who knew and loved Bob. He was a great friend, son, and devoted husband. He will never be forgotten.

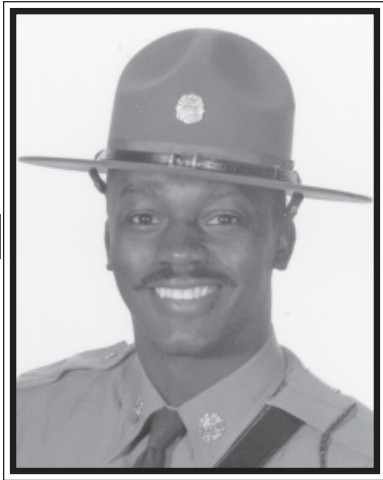
A young Bob, enjoying target practice on a farm in Boone County. He grew up around police officers. He's about 12 years old in this picture, and proudly wears his St. Louis Police Academy ball cap.

(Sgt. Norman A. Murphy, Troop C, wrote this article in 2005, for this 75th anniversary project.

Trooper Robert J. "Bob" Kolilis, 24, died September 21, 1988, as a result of injuries sustained when he was struck by a pickup truck on Highway M in Washington County. Tpr. Kolilis was standing near the center of the highway at the time he was struck. The trooper had stopped to inquire why one of two vehicles was parked partially on the highway. Tpr. Kolilis was survived by his wife, Carol, and his parents, Mr. and Mrs. Gus Kolilis.)



Bob, Sally, and Gus Kolilis enjoyed spending time together on their Loose Creek farm. At the time of this photo in 1983, Bob was working part time at the Missouri State Highway Patrol in the radio shop and attending Lincoln University. (Notice his SLPD cap.)



Corporal Michael E. "Mike" Webster

Badge #473

10-42 ... October 2, 1993

It is hard to talk, write, or describe just how special Mike Webster was to everyone who knew him. His intelligence, professionalism, integrity, and honesty were the standard by which all others could be judged. When I first met Web in 1984, I knew right away that he was special.

Mike was the best. He was always there when I needed him, and he always said the right words regardless of the situation. There are just too many memories to think or write about. All I know for sure is this—Web would tell us just what his wife, Kathey, told us at the funeral, "Don't cry for me, life goes on."

If you want to know the quality of man he really was, try to imagine the qualities you would look for in a best friend, husband, father, son, supervisor, etc. Web may not be here, but in my heart and mind, he hasn't gone anywhere.

(Troop A Cpl. Londell Jamerson's article was reprinted from the November 1993 Patrol News. He is now Captain Jamerson assigned as the director of the Commercial Vehicle Enforcement Division, General Headquarters, Jefferson City.)

"I was a good wife; Mike was a great husband."

"I always wished I could find myself a man as good as my brother."

"They always say the same things at funerals, and it seems such an injustice, because it's all true in Mike's case."

"After knowing Michael Elliott Webster for about three years, while talking to my wife, I said something that had not actually occurred to me until the words were out of my mouth. I told her I had never heard anyone say anything negative about Mike. I don't know anyone else that I could make that statement about."

The above quotes are a testimonial to the type of person Michael Webster was. Mike investigated a traffic accident in which a 34-year-old father, a 32-year-old mother, and a two-year-old son were killed. Mike visited the surviving child at the hospital on three occasions, including once when the six-year-old's grandparents came from England to the hospital where she stayed. Mike had not allowed the callousness officers often use to shield them from the pain they sometimes encounter to overshadow his compassion for the people he policed.

Mike's devotion to his family and friends was evidenced in his everyday life, as he was always willing to share his time and advice when someone was in need. He displayed this same commitment in his work. Mike once said, if he



Alana, Elliott, and Kathey Webster smile during the dedication of the Cpl. M.E. Webster Parkway.

In 1995, friends and family gathered for a ceremony dedicating a 12-mile section of U.S. Highway 40 the Cpl. M.E. Webster Parkway.



could work a set shift, he would enjoy working with youth acting as a role model. I think Mike was an outstanding role model for everyone who knew him, simply from his day-to-day existence. We would all be better people if we could each emulate the facet of Mike's personality that touched us most.

A tremendous loss has been suffered by Mike's family, who has been deprived of a great person. I believe few of us could be satisfied to leave our loved ones without first putting our house in order, but I believe Mike can look down with his ever-present smile and take pride in the memories he has left his family and friends.

For those who cannot understand the injustice and tragedy of Mike's passing, the Beatitudes offer comfort, because they promise a divine prize for a person like Mike. The three that seem most fitting and assure "Web-Dog" eternal peace are:

Blessed are the pure in heart, for they shall see God.

Blessed are the merciful, for they shall obtain mercy.

Blessed are the peacemakers, for they shall be called the children of God.

I am proud to have known him and feel encouraged to know Mike must be at peace.

(Troop A Trooper Eric O. Criss' article was reprinted from the November 1993 Patrol News. Tpr. Criss left the Patrol in 1995.)

Corporal Michael E. Webster, to most of us known as M.E., was a one-of-a-kind officer. He always had an open ear and truly cared about those around him. He

loved his work. Mike was always there for you with any problem you might have. He would always listen and truly had good words of advice. Mike was quiet, always listening and learning, but could joke and laugh with the best of them. He was a gifted person and a teacher by nature. If you were around Mike (and paying attention), you were always learning. Mike could always be counted on to get the job done.

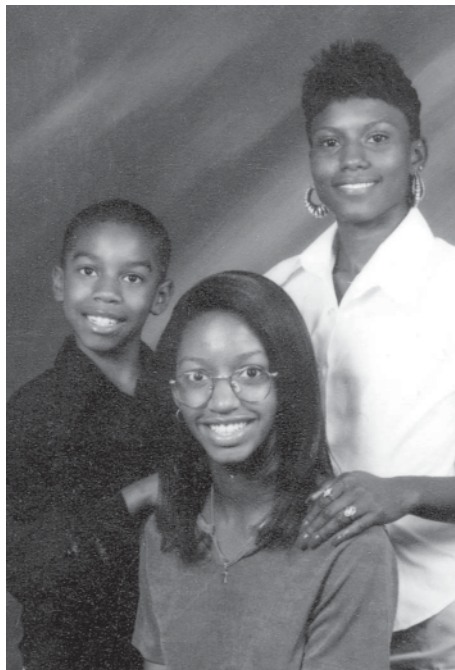
Mike will be missed by all who knew him. He had an unforgettable smile that brightened your worst day. He will live on in our hearts and our lives, and we will strive to remember all he taught us in his short time with us. There are few people in our lives who make such an impact as he did on those around him.

Mike was truly one of a kind, and will be forever, deeply missed and thought of by all who knew him. In short:

Michael E. Webster
 Loving father and husband;
 Outstanding Highway Patrol officer;
 Player of softball and basketball;
 Truly athletic;
 Master of Scrabble and Monopoly;
 Best friend, teacher, listener;
 Sincere, caring individual;
 One of a kind,
 M.E.

(The excerpt above was reprinted from the November 1993 Patrol News. It was submitted by Troop A.

Corporal Michael E. "Mike" Webster was survived by his wife, Kathey, their two children, Alana A. and M. Elliott Webster III, and a daughter, Tiffany. Cpl. Webster, 33, died October 2, 1993, from injuries he



Michael "Elliott Webster II, Alana A. Webster, and Tiffany Johnson.

suffered when he was struck by a drunk driver on U.S. Highway 40 in Blue Springs, MO. Cpl. Webster was performing a routine traffic stop when an intoxicated driver lost control of his ve-

hicle, and struck Webster's patrol car and the car he had stopped before striking Webster.

In 1997, a 12-mile section of U.S. Highway 40 was renamed Cpl. M.E. Webster Parkway.)





Sergeant Randy V. Sullivan

Badge #821
10-42 ... February 17, 1996

February 17, 1996, at 7:30 p.m., the state of Missouri lost an outstanding citizen, the Highway Patrol one of its most dedicated employees, and Fredericktown a community leader. But, all that pales in comparison to what Brenda Sullivan lost. She is forever without her best friend and helpmate. Justin, Brandon, and Caleb lost a father, friend, and role model who can never be replaced.

My first thoughts of Randy Sullivan are his quick wit, broad smile, and easy laughter. He loved life so much and was a positive and upbeat person. I have shared a meal in the Sullivan home, and the atmosphere was of the all-American family with everything in the proper perspective.

In an attempt to properly eulogize Randy, so that all who read this will understand how truly special he was, I solicited assistance from a working companion of 10 years, Jon Daniel. I asked Jon, "Could you just give me your thoughts?" He did, and I really felt these

few thoughts could not be improved upon.

"As I sit at my desk, this first day back to work since the funeral, all I can think of is Randy, Brenda, and the boys. You asked me to help you put some thoughts together about Randy, and I'll do my best, but buddy, it's going to be tough. When I think of Randy, my thoughts turn to devotion. As defined in the dictionary, devotion is love given with the whole heart. Randy didn't just talk about his devotion, he lived it. Every waking moment of every day he showed all of us by his example.

First in Randy's life was his God. He was a deacon in his church, a Sunday school



Recruit Randy V. Sullivan during a visit home in 1978.

Newly-commissioned Tpr. Randy Sullivan and his wife, Brenda, on graduation day, December 1978.





The Sullivan family in 1995: Randy, Brenda, Brandon, Caleb, and Justin.

teacher, but most of all; he was a Christian in every aspect of his everyday life. He sang in the choir and did special music from time to time. No matter how late the shift, Randy was in church on Sunday morning teaching, learning, and loving his God.

Second, or maybe tied for first, was Randy's love of family. Whenever you saw Randy, you saw his boys. They worked together; they played together; and oh, did they love each other. He couldn't wait to get home and see them and usually stopped by home if he had missed them because of school. He always left Brenda notes of love and affection when he went to work. He loved and admired his parents, and they him. His last day was spent visiting with them.

His profession also was very important. He was dedicated and conscientious in all aspects of his career. He led by example, never expecting anyone to do any-

thing he wouldn't do. He could be tough, but was much more compassionate than anyone realized. He loved the uniform and the job he was hired to do.

Randy's hobbies included hunting, fishing, and rebuilding old farm tractors. But, perhaps most of all, he just loved being with his sons ... whether it was cutting wood, making a garden, or playing in the yard.

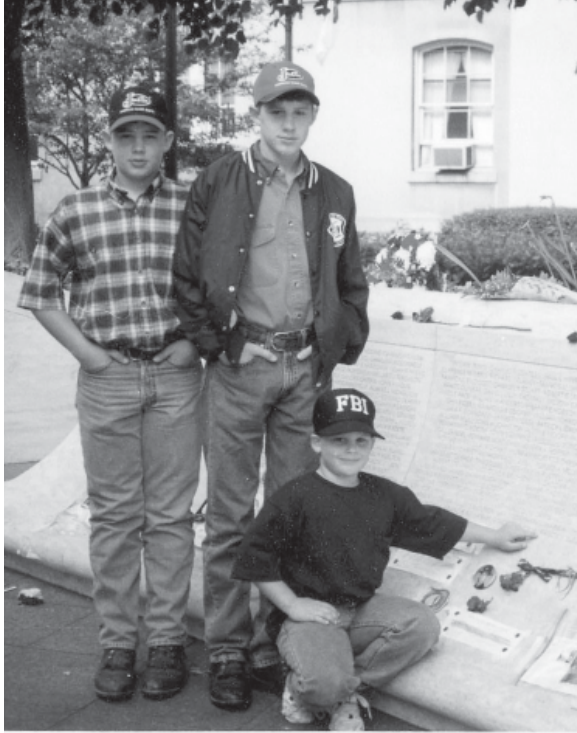
The state of Missouri, Fredericktown, and all of us who knew and worked with Randy are blessed for having known this fine man. He will be missed by all who had the honor of knowing him."

These are obviously the heart-felt words of a friend and someone who knew him well. Randy died in a tragic traffic crash. It was a horrible, numbing experience for all his friends; but there is no one to lash out at, point a finger toward, and say "You are to blame." We just look at this and say, "Why? Why, with all the evil people in the world, was a good man taken in the prime of his life?" He had so much to live for and so many loved him and leaned upon him. It was so typical of Randy to be practical in all situations.

Maybe this was just his final lesson to the boys. "Don't always look for the reasons why in all situations, and don't look to lay the blame for each adversity that life deals us. Some things can't be explained; they just have to be accepted by faith.

One last thing—when we shed tears or offer prayers for this tragedy, make it for Brenda, the boys, and his parents, not for Randy. If Randy died at 7:30 p.m., then in the next heartbeat, he was greeted at Heaven's gates with the words, "Well done, my good and faithful servant."

(This article by Sgt. R. Brent Davis and Sgt. Jon S. Daniel first appeared in the April 1996 Patrol News. Sgt. Davis is now



Brandon, Justin, and Caleb Sullivan visited the National Law Enforcement Memorial in Washington, D.C., in 1997.

retired Lt. Brent Davis (April 1, 2006). Sgt. Jon Daniel retired April 30, 1999.

Sgt. Randy V. Sullivan, 40, was killed in a traffic crash on February 17, 1996, on Missouri 72 in Madison County, eight miles west of Fredericktown, MO. The crash occurred when Sgt. Sullivan checked a speeding vehicle by radar, turned around to overtake the violator, and as he came over a hill, apparently ran off the roadway in a curve and struck several trees. Troopers responding to the scene found Sullivan's Patrol car engulfed in flames; Sullivan's body was located in the car. Patrol Recruit Christopher R. Thomson, who was riding with Sullivan, was found outside the vehicle; he sustained moderate injuries. Sgt. Sullivan was survived by his wife, Brenda, and three sons, Justin, Brandon, and Caleb.

On August 31, 2002, an informal ceremony dedicated a portion of Missouri Route 72 in Madison County as Sergeant Randy V. Sullivan Memorial Highway. The ceremony was held at the Madison County Courthouse in Fredericktown, MO.)



Mrs. Brenda Sullivan and sons, Caleb, Brandon, and Justin, stand near Randy's antique tractor in 1997.



Sergeant David C. May

Badge #803
10-42 ... May 17, 1999

Monday, May 17, 1999, started just as any other day for me at Troop E. I came on around 0800 hours and went to Troop E Headquarters to meet with the Marijuana Eradication Team. Sergeant David C. May, my supervisor and only “zone mate”, had come “41” much earlier in the morning on an assigned photo flight mission for the Missouri Special Olympics. He was piloting helicopter 77MP with photographer Ricky Gunnels Jr. Our fixed wing airplane, 93MP, was out of service, and I went to work on the ground with the Eradication Team.

Early in the afternoon, we had finished our assignment south of Poplar Bluff and started for the troop headquarters. As we drove up Missouri 53, I noticed a dark cloud and fierce storm approaching. My thoughts turned to David. I made a radio call and learned that 77MP was airborne from Dexter and attempting to make the short 20-mile trip west to Poplar Bluff. My conversation with Sergeant May continued as we both made our way to Poplar Bluff. As we arrived, David decided to turn around and head southeast to avoid the severe storm.

He told me, “When I get to Malden and get on the ground, I’ll call you.”

Shortly after I arrived at the troop headquarters, David called me. We talked on the phone at length about the weather.

After much discussion, David decided that it was safe for him to fly back to Poplar Bluff. He told me to keep him posted on changes in the weather and he would see me in a little while. That was my last conversation with my boss ... my co-worker ... my friend. He left Malden en route home, yet he didn’t arrive.

In the days and weeks immediately following the crash of 77MP, I have experienced many emotions. I initially felt lots of guilt. How come it was David and not me; or at least, why not both of us? We often flew together. I was angry for a time. After a few days into the investigation, when we learned a tentative cause of the crash, I became somewhat relieved. I was proud to know that David May was, in fact, the pilot that I always knew he was. There’s always a fear that pilot error may have led to an accident. It is quite apparent from being on the scene, pilot error had nothing to do with this accident. In fact, pilot skill is what kept the loss of life and property damage contained. Sergeant May, in his last effort to protect life and property, guided his crippled helicopter to an area secluded from pedestrian and vehicular traffic at a time of day when that task was seemingly impossible. His skill saved lives.

I’ve had time to think about the memories I have of David. My first contact with him was when he was a trooper assigned to Stoddard County in 1987. I was 18, and about to leave for college at Memphis State.

David was a six-year trooper working the late shift. When he stopped me in my



Sgt. Dave May during Operation Cash Crop in 1999.

think the both of us could provide endless material for Jeff Foxworthy's "You Might Be a Redneck Pilot". But when it came time to fly, the cutting up and the humor usually came to an end. It was time to work. He took his job seriously, he did it well, and he was justifiably proud.

I will miss David May.

He has helped my career, influenced my flying, and most notably has influenced my life. Pilots often wish each other to have "as many landings as you do take-offs". Policemen always wish for each other to have as many 10-42s as they do 10-41s.

Unfortunately, I cannot give Sgt. May a safe landing in place of the one that claimed his life. I can however, with his permission, bring a close to his tour of duty on May 17, 1999:

"873, Poplar Bluff, 10-42, 873."

"873, at 1608, KAA-270."

(This article by Sgt. John A. "Jay" Sampietro Jr. first appeared in the July 1999 Patrol News. Unfortunately, Jay Sampietro was killed in the line of duty on August 17, 2005.)

Occasionally, I had the opportunity to work assignments in the Troop E area with Dave. Being with Dave on these assignments, I could see the genuine article he truly was. He greeted people with warm salutations, establishing a rapport,

dad's Nissan Pulsar for driving "quite a bit" over the speed limit, he was professional and polite; just what you'd expect from the Missouri State Highway Patrol. Little did I know at the time that wasn't just the Highway Patrol's way — that was David May's way.

As he wrote me the only ticket I've ever had, we talked about my career goals. He told me how to pay the fine and wished me luck in my endeavors. He and I have laughed about that story many times. Who would have guessed that I would not only fulfill my goals, but that David would be my boss and my mentor?

Since I've started flying for the Patrol, David and I have spent a lot of time by ourselves in various aircraft. People talk quite a bit during those times ... at least, we did. We knew more about each other than either of us probably wanted. That's what makes people friends. David coached me along as I made the transition from a "just for fun" pilot into a trained police professional. If you knew David just a little, it was easy to tell that he was always laid back, polite, funny, and took tremendous pride in his job. I

which instantly placed people at ease. Dave was, as referenced during his funeral service, always seeking to be of service to folks surrounding him. He was never too busy or so concerned about the tasks, which required his attention that he neglected to first find ways to serve his friends or strangers. Dave had a sincere Christian conviction, and he lived this conviction in his everyday life.

The reality of this great loss was driven home while attending the visitation for Dave in the church of which he was such a part. People from all walks of life stood quietly and somberly in a long line waiting to pay their respects and offer condolences to Dave's gracious wife, Lynda, and his two daughters. It was obvious Dave's 41 years in the Troop E community had touched positively many, many lives.

Past tradition has ingrained certain ceremonies survivors perform to honor their departed friends and co-workers. One ceremony that was requested as a final salute to Dave was for a flight of Patrol aircraft to fly over the gravesite. This ceremonial flyby signifies that an airman has gone on to be with our Creator. It also represents the keen sense of loss everyone feels by the departing of one aircraft from the flight. It was an honor to have participated in this ceremony.

Sgt. Dave May, badge #873, Missouri State Highway Patrol, you are cleared to land.

(Sgt. Greg L. Word's article is an edited version of what appeared in the July 1999 Patrol News. He is now Lt. Greg Word and assigned as the director of the Aircraft Division, General Headquarters,



Sgt. Dave May talks with a group of elementary students.



The May family visited the National Law Enforcement Memorial in Washington, D.C., in 2000.

Jefferson City.)

A Memory of David May

David and I were in the 54th Recruit Class together in 1981. He drove from his home in Risco, MO, picked me up in New Hamburg, MO, and then we would meet Alan Tatum and Danny Joe Crain in Jackson, MO, for our Sunday night returns to the Academy. David had recently graduated from Murray State University in Kentucky, and had worked on their university police department. When he got accepted for the Patrol Academy, he moved back to his parents' home in Risco, where he had grown up. After graduation, he and Tatum were assigned to Hayti, where they rented a mobile home together, and I was sent to Malden in the adjoining zone. David was assigned to then-Trooper Terry Moore (retired captain) for field training. Terry

drove Colonel Al Lubker's reassigned Buick patrol car. We envied David because the car had a factory eight track tape player. All Tatum and I had were AM radios in our FTO's cars.

David's folks, Cargene and Rosella May, lived in Risco and ran a service station. Risco was right on the zone line, and on occasion David and I would get together for a visit at the station and usually lunch at the local cafe with his dad. His folks were what is often referred to as the "salt of the Earth". If you needed anything, all you had to do was ask. If I needed to know something about someone in the area, usually David or his folks had an answer. If not, the "loafers" around May Oil Company did. While stationed in the Portageville zone, David started dating his future wife, Lynda. He also started taking flying lessons at Malden so he could be a troop backup pilot.

David transferred to the Dexter zone, then became the full-time pilot upon the retirement of Sergeant Lester Enderle. This necessitated a move to Poplar Bluff. A humorous memory I have of that later time was David had flown to Jefferson City then turned in a lunch expense that exceeded the \$5 limit while he was on the assignment. He had eaten at a Steak 'n Shake and spent \$7 plus. The troop commander (later a lieutenant colonel) refused to approve it, telling David if he had wanted to eat a hamburger, he should have gone to McDonalds. David was probably the only one that didn't get a good laugh out of it.

David was a guy that liked the Patrol and loved his job. He would work hard, but also knew when to take a break. He had a very strong sense of patriotism, probably developed from his small town roots. He also had a strong sense of faith and served his church in many capacities. There was also the David May Rule around troop headquarters: "When you walk around the building, always have some papers in your hand. Everyone will think you are busy and won't give you something else to do."

The day David died I watched our classmate, then-Lieutenant George Ridens (captain of Troop E), struggle to tell Lynda the news. I was tasked with notifying David's father. A month to the day prior to David losing his life, his mother had passed away from cancer. Now, I had to tell Cargene his only child was gone, too.

George Ridens and I, along with David, had seen a friend and classmate buried in the line of duty in 1985 when Trooper Jimmie Linegar was gunned down by David Tate. Now George, Jay Sampietro (who was David's protege and

one of his closest friends), and I helped bury David. Sadly, in 2005, we also had to see Jay buried, after his death in the line of duty.

On days like those and some others, you wonder if this job is really worth it. Then a total stranger will come up to you with three or four kids in tow and thank you for protecting them and their children, and tell you they pray for you every night. Yeah, I guess it is.

(Lieutenant Steve Niederkorn, Troop E, wrote this article in 2006, for this 75th anniversary project.

Sergeant David C. May is survived by his wife, Lynda, their two daughters, Krista and Taralyn, and his father. Sgt. May (873), 41, died May 17, 1999, when the helicopter he was piloting crashed in Popular Bluff, MO. May was following the progress of the 1999 Law Enforcement Torch Run for Missouri Special Olympics at the time of the crash. A civilian photographer, Ricky Wayne Gunnels, 22, was also killed in the crash.

In March 2000, the Patrol News reported the Troop E Cessna 182 airplane would be changed. Due to the efforts of Sgt. John A. "Jay" Sampietro, the Patrol honored Sgt. David C. May by changing the plane's registration number to include Sgt. May's badge number. The plane's registration number became N873MP.)



Sergeant Robert G. "Bob" Kimberling

Badge #511

10-42 ... October 6, 1999

In what way was Bob a leader? Where do we begin? I first met Bob in June 1990 after graduating from the Highway Patrol Academy. He was my training officer. Those that had the privilege to work with him or to know him knew he was the epitome of what a Missouri State Highway Patrol trooper was supposed to be.

Former prosecuting attorney of DeKalb County Bob Paden once told me "pay attention to Bob and you will become a very fine

officer." Mr. Paden informed me that Bob always made good cases and was highly respected by judges and defense lawyers. Bob was responsible for putting many of the well-known criminals in DeKalb, Daviess, and Clinton counties behind bars while living in Maysville and working Zone 8.

Bob continued the same amount of success in Andrew and Buchanan counties while working in St. Joseph, Zone 5, even though he had many other duties that had to be taken care of, including supervising the zone and being the Type II coordinator for the entire troop.

Bob was very kind and gentle to those who worked with him. We strived to do our



*The Kimberling
Family: Bob,
Kelly, Katie, and
Tobi, 1999.*



Sgt. Sheldon Lyon escorts the Kimberling family during the National Law Enforcement Memorial Ceremony in Washington, D.C., in 2000.



Katie Kimberling makes a rubbing of her dad's name.

best around him because we desired to please him. Bob would never belittle you. If he did correct you, he did it in a manner that made you see things in a better or safer way that would help you in the future. Bob loved the Patrol and that was very obvious in his dedication.

Bob was intelligent. It wouldn't surprise us if his scores on the promotion tests were the highest in the troop or the state. We could ask him questions about Patrol

policies, criminal law, and traffic law. Over 90 percent of the time, he could answer correctly. If he did not know the answer, it bothered him until he found the correct answer. Bob would also quiz us to make us better at our job. If we did not know the answer, he would say, "Let's look that up," instead of telling us we were wrong. Bob was not judgmental, nor did he ever brag about his own personal accomplishments.

When in contact with the public, Bob was very clear and concise with his instructions. Co-workers and the community had a simple understanding of what Bob stood for and expected from them. Except for the occasional drunk, the public respected Bob. People admired Bob as an example of what a good trooper is supposed to be.

We knew that, to Bob, the most important aspect of life was a healthy relationship with his family and God. Bob always took the time to be with his family and saw to it that they had everything in life they needed. He enjoyed the simple things in life and sharing times with his entire family. If he wasn't traveling to Jamesport to see his mother, he was visiting one of his sisters' families in Chillicothe, Columbia, or St. Joseph. Bob knew it was important to have the support of family and maintained the idea

that family was number one in his life. We found out during the time of preparation for Bob's funeral that he also had a very strong relationship with God and his church family. Friends told me that Bob loved the kitchen at Huffman United Methodist Church and looked forward to cooking there on any Wednesday night he was available.

Bob enjoyed a well-rounded life and he believed exercise and a proper diet were very important to living a healthy life. Except for the occasional favorite breakfast consisting of two eggs, hash browns, toast, bacon, and coffee, Bob ate very healthily. Bob exercised on a regular basis. He did this mainly because he enjoyed it, but also for how it made him look and feel both in and out of uniform. He enjoyed working out on his "total gym", which was also a well-used piece of furniture in his front room. Bob enjoyed



Kelli, Katie, and Tobi, in 2002.

running and physical labor. His home and his personal appearance were always well maintained and in immaculate condition.

We want you to know that Bob also had a lighter side. Corporal Sarah Eberhard told us she would always remember Bob standing in the zone office doorway, as if he was holding the door up. He'd listen to conversations, maybe chew on a cigar, laugh, and interject fitting one-liners. He enjoyed laughing and listening to good or poor taste jokes. He could use humor as a way of making you a better officer.

One of the humorous stories I remember occurred after we stopped a female violator for speeding. I commented on her looks. Bob was human, so he did agree that she was nice looking. But, then, he said, "But did you notice the AK-47 on her lap?" It is my understanding he had to use this line on other troopers he had trained. It became one of his famous one-liners, along with many others we will never forget. If you had the pleasure to be around him or work with him, I am sure you can think of a few.

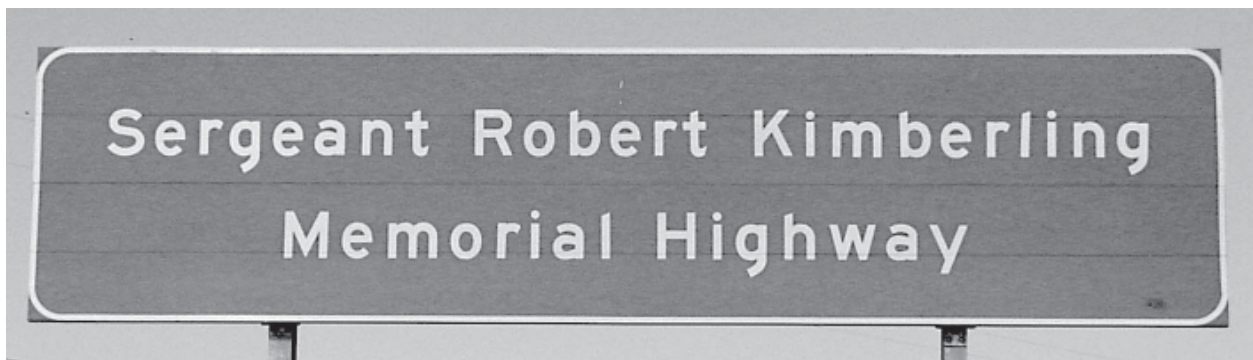
We will miss Bob's warm smile, his professionalism, and his caring ways. We will always think of Bob and how he has affected each and every one of us. Bob

does not know it, but he made us better people and officers because of his kindness and true professionalism. Please think of his family and say a prayer for them from time to time. I know we will.

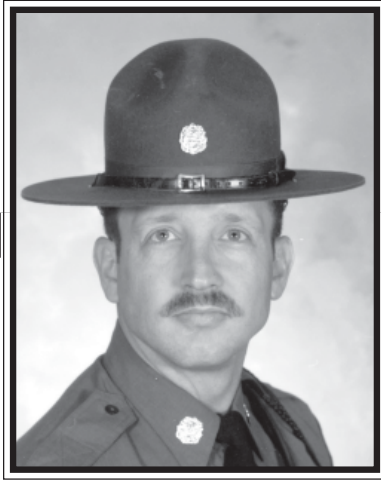
(This article by Cpl. Dale Chenoweth and Zone 5, Troop H, first appeared in the November 1999 Patrol News.

Sergeant Robert G. Kimberling is survived by his wife, Kelly, their two daughters, Katie and Tobi, his mother, and three sisters. Sgt. Kimberling (511), 43, was shot and killed in the line of duty on October 6, 1999. The incident occurred on Interstate 29 in St. Joseph, MO, when he stopped a suspect who had left without paying for fuel. The suspect shot Sgt. Kimberling five times before taking his own life.

A memorial to Sgt. Kimberling is located just off Interstate 29 at exit 50 in a grassy area surrounded by oak trees. Dedicated June 28, 2000, this memorial is near where Sgt. Kimberling lost his life during a traffic stop. The memorial is a 50-foot rock outline of the state. In the center is a five-foot diameter piece of granite with a bronze plaque.)



On September 17, 2001, a ceremony was held at Troop H to rename a portion of Interstate 29 the Sergeant Robert Kimberling Memorial Highway.



Sergeant Robert A. "Rob" Williams

Badge #235
10-42 ... February 16, 2001

Sergeant Robert A. Williams was not "just another member" of the Missouri State Highway Patrol. He was my supervisor for more than four years and I considered him my friend. Admittedly, we did not do the things that friends are "supposed" to do, like hunt and fish together, but we had a meeting of our spirits like friends do.

I'll tell you what kind of supervisor he was. On several occasions over the four years he and I would be in the zone office together, a telephone call would come in and he would answer the phone. I knew by the conversation that our communications center was giving him information for a service call. He would hang up the phone and, without a word, get up and start for the door.

I would ask him, "What's going on, Rob?" (He didn't require us to call him sergeant.) He would state briefly his intent while still walking toward the door. I would stand up (to add emphasis) and insist that he allow me to take that service call. Sometimes, this worked, but there were times when his insistence overrode mine.

I know a little bit about what kind of man he was toward his family. He hosted an annual birthday party at the local swimming pool for his daughter and

would invite the zone members and families. My family and I were able to attend the last two years. He kept pictures of his family posted around his workstation along with drawings done by his two children. I can say with all certainty that he ate more dinners with his family at home than he did with me in the field over the last four years. Rob loved his family.

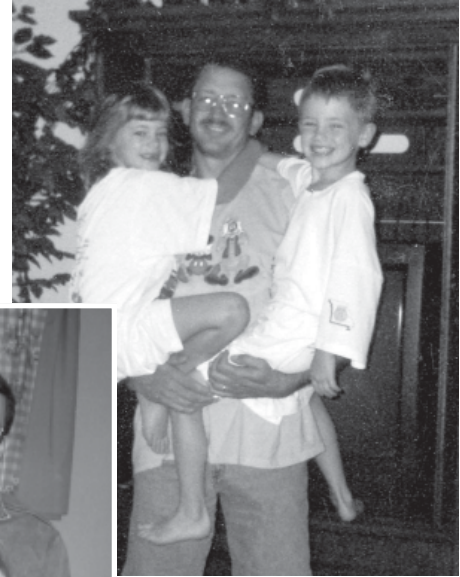
One of my fondest memories was when I got up out of bed one morning and my son asked me where was my patrol car? I walked outside and found it gone. If this has ever happened to you,



Paula and Rob Williams.



Expectant Mom Paula (carrying Justin), Ashton, and Rob are all smiles at the Scott County Courthouse, April 14, 1992—Adoption Day!



Rob with Ashton and Justin at home in Portageville, MO.



A Williams family Christmas—Justin, Paula, Rob, and Ashton.

then you know what kind of things were going through my head. I telephoned my communications center (Poplar Bluff) to advise them that my car was missing. Of course, the person on the other end stated in a joyous manner that my car was not missing, but instead was borrowed by Rob. The night before he was involved in a minor accident while in his unit and had borrowed mine. I'm sure that in his always considerate way he had advised people not to wake me from my sleep, knowing that I could be advised at a more reasonable hour.

You know, I wish that in the early morning hours of February 16, 2001, it had been just a simple case of him having a minor accident, and I had gotten up and found my patrol car missing. Instead, I awakened to find my friend and former supervisor missing.

Still, I'll be OK, because Rob was "not just another member". I know where he is because we had a meeting of our spirits.

(Trooper Freddie L. Butler Jr.'s article originally appeared in the April 2001 Patrol News. He is now Corporal Butler, and is assigned to the Gaming Division.

Sergeant Robert A. Williams is survived by his wife, Paula, and two children, Ashton and Justin. Sgt. Williams (235), 41, was killed in a traffic crash on February 16, 2001. He was responding to a previous traffic crash when he lost control of his patrol car on Southbound Interstate 55 in Pemiscot County. Sgt. Williams' patrol car slid off the rain-soaked roadway and struck a bridge abutment in the median of I-55.)



Trooper Kelly L. Poynter

Badge #1191
10-42 ... January 18, 2002

I can vividly remember getting to know Kelly before I actually had the pleasure of meeting him face to face. When I was in recruit training, I lived in Houston, MO, and shared a ride to and from Jefferson City with Kelly's uncle, Neal Poynter, Troop I. Neal would always speak highly of Kelly, and it seemed every story he would tell about Kelly included hunting, fishing, or a comical thing Kelly would do or say. It seemed like every story Neal would tell about Kelly would end in an uncontrolled outburst of laughter. From what Neal had told me, I knew I had to meet Kelly just to find out what kind of a character he actually was.

When I was first assigned out of the Academy, I was assigned to Troop G, Zone 1, Wright County. A short time later, Kelly transferred from Zone 4, Carter/Reynolds counties, to Zone 2, Texas County. I remember one of the first times Kelly and I worked the same shift in adjoining zones. The zone Kelly was previously assigned to did not have any divided highways and Kelly was not accustomed to crossing the median. We were working close enough together that night I could hear his radio traffic to Troop G radio.

I remember him stopping a few cars and running a few operators' license

checks just like any normal night. As the night passed, I overheard his radio traffic as he contacted Troop G radio and requested a wrecker for a full-sized Ford Crown Victoria stuck in the median. I could tell by the tone in his voice and his demeanor, the full-sized Crown Victoria in the median was his patrol car. I quickly headed eastbound and drove past him a couple of times while shining my spotlight in his eyes. I never stopped or said a word on the radio. The next time I ran into him at a training session, I caught all kinds of grief from him, including a few expletives. Kelly was the type of person that would have done the same thing to you, and he was one to appreciate the humor. This was the beginning of our friendship.

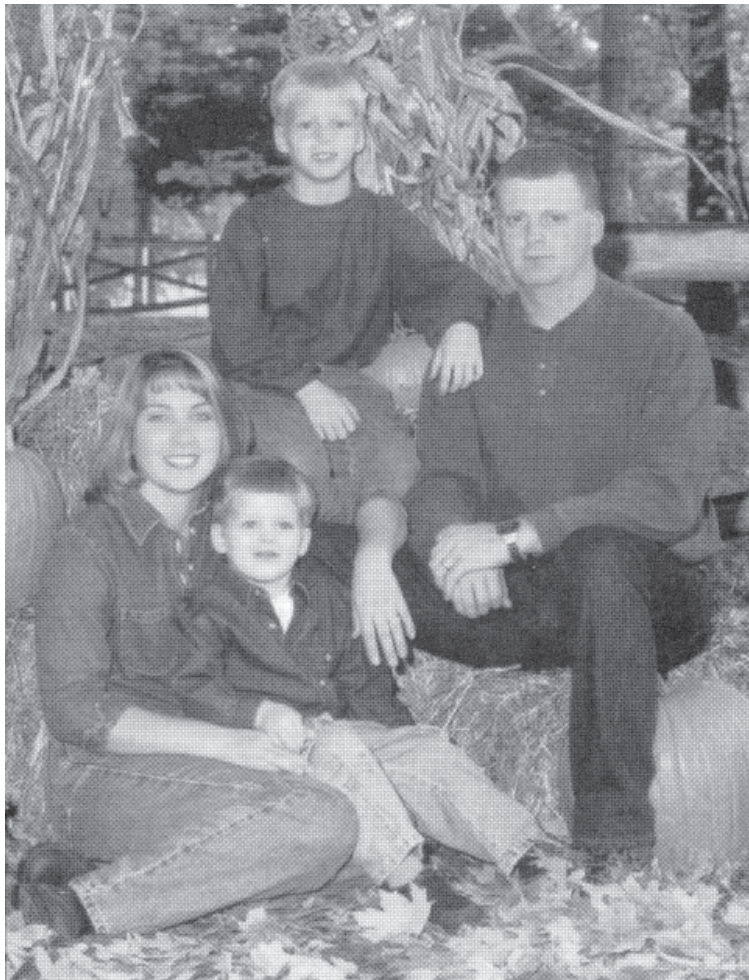
Kelly loved the outdoors and he loved having a good time. When Kelly and I would go do something together, you did not want to do anything embarrassing. Kelly would get the biggest kick out of telling everybody he knew, even total strangers about this stupid thing his buddy did, and he would get great satisfaction out of embellishing on the circumstances of the event. After he finished the story, then he would smile at you with that boyish grin and burst out in the one and only Kelly Poynter laugh. Anyone who knew Kelly knows the laugh I am talking about. That was probably one reason Kelly was always late—he loved to tell stories and talk to people everywhere he went.

The one time I can remember getting the best of Kelly (which was not very often) was when he bought a new jet boat. He called and told me he had his new boat, and he wanted to go to the river and learn the upper part of Current River where I run my boat. We met one Sunday and off to the river we went for Kelly's maiden voyage in his new boat. He followed me up the river for several miles. I would periodically look back to see if he was still following. One time when I looked back, Kelly was nowhere to be seen. I turned around and started running back down the river only to find Kelly and Alison trying to pull his new boat off the gravel bar with about a two-inch hole in the bottom. We stuffed some T-shirts or

whatever we could find into the hole in the bottom of the boat, so he could get it back to the landing.

I remember looking back to see if he was following and there was a fountain of water spraying up from the bottom of the boat into Alison's eyes. She was not very happy. The next time we saw someone, he told them to be sure and not follow me up the river, because I would sure make a guy have a boat wreck. I defended myself by telling the person I had gone through the exact same place, and I did not hit anything, and boat wrecks only happen when you put a rookie behind the wheel. This was the one and only time I can remember Kelly being speechless and not having a comeback.

I remember one time when Kelly and Alison, Trooper Curtis Hubbs and Gina, and I were camping at Big Spring Park in Van Buren, MO. We sat by the campfire telling war stories (lies) to each other and laughing about different things we had all experienced until our sides and our heads hurt so bad we couldn't sleep. Early the next morning, I walked to the nearest restroom and all I heard around the restroom were people talking about not being able to get any sleep because of the girl at the campsite down on the end giggling all night. I immediately



*The Kelly L. Poynter family:
Alison, Nathan, Kaleb, and
Kelly.*



You're never too young to go hunting with Dad! Left, Kaleb is all smiles sitting on the tailgate of Kelly's truck. Below, Nathan is impressed with the turkey Dad brought home.

knew they were talking about the one and only Kelly Poynter laugh. I went back to the campsite and told Kelly that every person in the campground thought he laughed like a little girl. I think his response was, "We'll have to do it again tonight. Got to make sure all the tourists get their money's worth."

Kelly was one of the most personable, caring, honest people you could ever meet. Every time I would be feeling down, Kelly could sense it and he would call and check on me and see if there was anything he could do to help. I have been with him on several occasions when he would do the same for others. We would be going somewhere and he would make a comment about how someone he talked to the other day seemed to be down and out. Shortly after that he would either be talking to them on the phone, or we would be sitting in their driveway. Nobody could be around Kelly for very long and not be in a good mood. He was always jovial and positive, no matter what the situation.



Kelly dearly loved his family and especially his boys. He was always bragging on Kaleb and Nathan. The night prior to Kelly's death, he and his oldest son, Kaleb, and my son, Bailey, and I went gigging on the Current River. Kaleb and Bailey enjoyed that night more than any two kids I have ever seen. Kelly called me the next morning and was already planning the next gigging trip with the boys, because he loved to see



Nathan found a four-legged friend while attending the National Law Enforcement Memorial ceremony in May 2003.

kids have a good time. Kids always had a good time around Kelly. Unfortunately, that gigging trip never came. Kelly was a devoted and loving father; I think he was a kid at heart himself.

As the days, weeks, and years pass, people come and go in a person's life. But, the experiences and memories I shared with Kelly will be with me forever. Kelly made the world a happier place. I thank God for giving me the opportunity to have had such a special person in my life. Kelly, someday when we meet again it will be in a place where the fish are always biting, the deer are always within 40 yards of the deer stand, and there are no boat-killing rocks in the river.

You will always be remembered.

(Corporal Bryan C. Gruben, Troop D, wrote this article for this 75th anniversary project.)



Tpr. Curtis W. Hubbs, Troop G, holds the paper while Kaleb makes a rubbing of his dad's name at the National Law Enforcement Memorial in Washington, D.C., May 2003.

I could tell you a lot of things about Kelly, but everyone close to him already know these things. Because of that, I am going to be selfish, and tell you about a perfect day in my life and the way I will remember my brother.

Late one night at work Kelly says, "Curtis, let's go fishing tomorrow."

I tell him, "Don't twist my arm, and I will go with you."

The first step in this process is to ask Nathan if we can borrow his boat to go fishing without taking him on this trip. This is a very tough task, because Nathan and Kaleb love going on the river with Daddy. But, we get approval, and Kelly tells me to meet him at his house in the morning.

I arrive at the house to see Kelly with that big Kelly grin standing in his driveway already laughing about something that probably happened days ago. We load up and we are off. We get on the river and the only cares we had were seeing who could tell the most embellished story — of course, all of the details being completely accurate. We fish until we need a break, then we find us a gravel bar.

Kelly begins throwing a folding dining room table and chairs onto the gravel bar. I just looked on. Kelly then digs a hole in the rocks and throws in some charcoal. And, yes, Bryan, he did tell me that he learned this technique from you. We throw on some bratwurst and we sit back in our chairs, looking at the river and laughing until tears come from our eyes.

At this time in this moment, we could not imagine being any place else. This is a perfect day with my brother on the river, which will be in my heart forever. Kelly, I love you, and you will always be with me.

(The article written by Tpr. Curtis W. Hubbs, Troop G, originally appeared in the March 2002 issue of the Patrol News.

Trooper Kelly L. Poynter is survived by his wife, Alison, and their two sons, Kaleb

and Nathan. Tpr. Poynter, 27, was killed while working a traffic crash on U.S. Highway 63 two miles south of Houston, MO, on January 18, 2002. While he was investigating the initial crash, another vehicle struck and killed him. The driver of the car, who had been drinking, was charged with involuntary manslaughter. At Trooper Poynter's funeral, blue balloons with messages from his sons were released during the graveside ceremony. As they moved toward heaven, R. Kelly's "I Believe I Can Fly" accompanied them. Everyone present felt the depth of this family's loss when they saw Tpr. Poynter's youngest son wave goodbye to the balloons as they floated away.

At a ceremony on October 25, 2002, a portion of U.S. Highway 63 was designated the Trooper Kelly L. Memorial Highway.)



Alison, Nathan, and Kaleb Poynter and Missouri Representative Don Koller unveil the Trooper Kelly L. Poynter sign at a ceremony on October 25, 2002.



Trooper

Michael L. "Mike" Newton

Badge #799

10-42 ... May 22, 2003

I first met Trooper Michael L. Newton, his wife, Shonnie, and sons, Devon and Tyler, when we all had dinner together as a zone at the Higginsville Pizza Hut. Mike was fairly quiet that night, but seemed to fit in instantly as a member of the group. Over the following months his field training officer, Sergeant D. Shane Green, taught Mike all the aspects of the job. Since I had just gone through the field training experience with Shane myself, I knew what challenges Mike was going through and what was expected of him.

Mike and I became close. He and his family would often get together with my family. They'd visit while Mike and I would review his reports. Although, all too often, it would result in Mike and our sons playing and roughhousing together, while I would be stuck looking at his reports.

Mike developed over the next few months into a hard working, excellent trooper who truly was "Missouri's finest". He always had a smile on his face and a sense of humor. We often got together and worked laser speed enforcement on the interstate. He was very competitive and enjoyed his profession.

Mike and I competed on a daily basis to be the first one to take someone to jail. I remember on one occasion, Mike called

me while he was en route to jail with three intoxicated drivers. I just about dropped the phone. I said, "You're full of it. How could you be on the way to jail with three people? I only heard you make one traffic stop."

He related that while on an interstate traffic stop with an intoxicated subject he was nearly struck by an eastbound pickup traveling at a slow rate of speed. He said the pickup moved to the shoulder in front of the vehicle he had stopped. Mike said he observed the driver of the pickup switch places with the female passenger as the vehicle traveled to a stop several hundred feet in front of his vehicle stop. He stated he quickly placed his driver under arrest, secured him in his patrol car and moved his vehicle in behind the pickup.

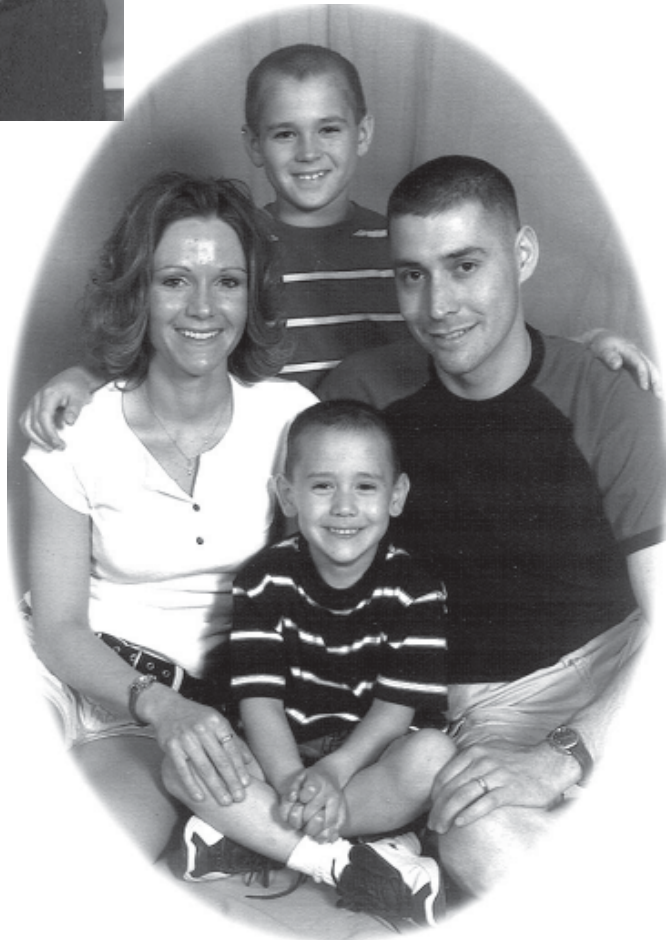
Upon contacting the occupants of the pickup, he arrested both subjects for driving while intoxicated. Apparently, the male driver was so intoxicated, he believed Mike had activated his emergency equipment in an attempt to stop him. While moving his pickup to the shoulder, the driver convinced his intoxicated wife to switch seats with him in order to avoid another DWI arrest. Needless to say, his plan failed. To date, I have never again seen this type of scenario. And, yes, in case you are wondering, Mike won the competition that night.

I was asked to write something about Mike for this publication, detailing what kind of person he was. It is a difficult task—describing someone's life on paper. If I had to write about all of the funny things I ob-



Michael and Tyler Newton, 2001.

The Michael Newton family: Shonnie, Devon, Mike, and Tyler.



served and heard alone, I would probably run out of paper. I remember on one snowy day then-Corporal D. Shane Green, Mike, and I, were at the Odessa zone office while Sergeant Nate Brown was at the Troop A sergeants' meeting.

I commented to them both that Sgt. Brown had conveniently shoveled a path from his patrol car driver's door to the zone office door, but had failed to shovel the remaining portion of the sidewalk. We sat around for several minutes laughing about it and discussing the obvious lack of zone spirit exhibited by our leader, and what options were available to us for retribution. Mike, being the gutsy guy that he was, took it upon himself to commandeer a large MoDOT end-loader. He quickly amassed a

pile of snow around Sgt. Brown's patrol car that would have taken several weeks to melt down if the weather turned warm. After laughing for several minutes, we all left the zone office, leaving Sgt. Brown's vehicle entombed.

Anybody who knows Sgt. Brown knows he is very particular about his vehicle, equipment, and uniform. We definitely were not going to stick around to see his expression when he arrived back from troop headquarters and saw his vehicle buried in snow. Mike called me several times later that day asking me if I heard anything from Nate. From the amount of telephone calls I received, I thought he seemed a little wor-

ried about what Nate's response would be.

It was not long after he returned to the zone that I received a call from Nate inundated with laughter about the incident. Although I'm sure with the type of personality Mike had, it probably would not have mattered if Nate had been upset or not. Mike was without a doubt the bravest guy I've known. With Mike you never had to wonder if he would do his job in times of stress. He proved himself on more than one occasion as a valuable zone mate who never appeared to be afraid of anything.

Another time Mike made me laugh was when we took our wives out to eat at the Lone Star Steakhouse restaurant in Independence, MO. My wife pretended to trip Mike when we were all walking toward the door to leave. Mike quickly ad-libbed, and fell to the floor flopping around like he was having a seizure. This, of course, drew numerous looks from the diners seated around us and embarrassed my wife. The



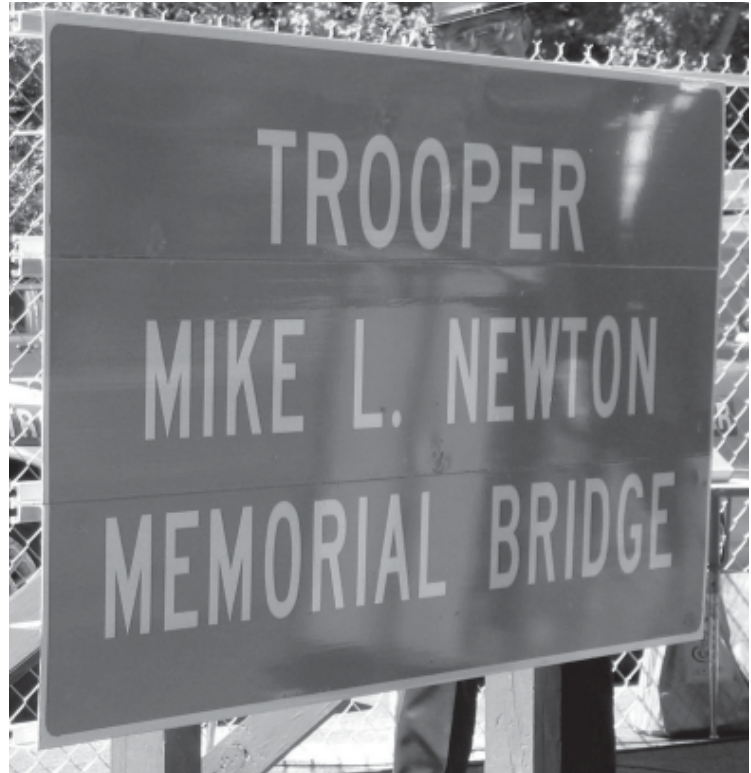
This memorial is located on the right-hand shoulder of Interstate 70 near where Tpr. Michael L. Newton was killed in the line of duty in 2003. The Little Piney Creek bridge named in honor of Tpr. Michael L. Newton, who grew up in the area (Troop I).

incident probably deterred my wife from attempting to “aggravate” Mike in public again.

On May 22, 2003, at 0659 hours, Mike was killed in the line of duty by a careless driver. That day, as was usual for Mike, he did everything right. He was doing his job making the roadways safe for all of us. He positioned his car like he was supposed to, and was conducting a proper “looking beyond the stop” field interview with a violator. He did everything right and still lost his life.

Our zone and fellow Lafayette County officers got together and erected a memorial to Mike at the 47-mile marker of Interstate 70 shortly after that day. Every day that goes by, those of us that are left remember and honor our fallen brother. He may be gone from this Earth, but he will never be forgotten. Although time continues, people I run into still ask me about Mike and his family. The cashier’s at the local Pilot truck stop often tell me they miss “Smiley” and are sorry for our loss. They told me every time they saw Mike he had a smile on his face and always had something nice to say.

Mike was a loving father, husband, and son. He always played with his children and spent time with them. He would call his mother on a daily basis and check in with her just to let her know that everything was okay. Mike was proud of his family and was always talking about his parents, Garry and Bobbi. He truly was a family man, a great brother, and a friend. He will be missed by all of us who knew him.



(Tpr. R. Brooks McGinnis, Troop A, wrote this article for this 75th anniversary project.

Trooper Michael L. Newton, 25, was killed in a traffic crash on May 22, 2003, on Interstate 70 at the 47-mile marker. Tpr. Newton had stopped a vehicle for a traffic violation. He and the driver were sitting in the patrol vehicle. A pickup pulling a flatbed, gooseneck trailer traveled onto the shoulder of I-70 and struck the patrol car. The impact caused the patrol car to burst into flames. Tpr. Newton was killed inside the car. Witnesses pulled the other man from the passenger window of the patrol car. Tpr. Newton was survived by his wife, Shonnie; sons, Devon and Tyler; and his parents, Garry and Bobbie Newton. Garry is employed as a building and grounds maintenance supervisor at Troop I Headquarters.

On September 20, 2004, the two newly constructed bridges over the Little Piney Creek on Interstate 44 in Phelps County were named the Trooper Mike L. Newton Memorial Bridge.)



Sergeant

Carl D. "Dewayne" Graham Jr.

Badge #223

10-42 ... March 20, 2005

I met Dewayne almost 20 years ago, when we were at college at SEMO (South-east Missouri State University, Cape Girardeau, MO). Dewayne was the same person today as he was back then. One of the first things I remember about Dewayne was the smile he kept on his face — he always had that. The way, when he was proud of himself, he would push his belly out, put his hands on his hips, grin, and just look at you until you would smile back.

Dewayne was fun loving and loved to work. While at SEMO he worked with the campus police writing parking tickets. I remember he always loved to tell the story about having a parking ticket writing contest with Les Thurston. He would always tell me how, after an hour, he met back up with Les only to find out he had written double the tickets Les had. Then, Dewayne would give me that big grin and push out his belly until I told him how great he was. He would tell me about how much he had carried Les and I to get was where we were today. Then, I would always tell him I had actually carried him, and what a really heavy load he was. We would go back and forth for the next five minutes about who had carried the other most.

Dewayne gave everything in anything he did. Whether it was the job or his personal life. If you went to eat with Dewayne he always wanted to pay. If you planned something, like a zone get-together, Dewayne always wanted to bring everything. He just like doing for others.

A couple of years ago, Dewayne came to me and ask me to find him a good computer to buy. We got on the Internet and found him a computer and he ordered it. Well, it did not take long until Dewayne's house was the stopping spot. Just like Dewayne always was, he would go out and buy a computer game and then play it for hours just so he could get ahead of all of us. Then, when we would come over to play the game he was always telling us how we were such poor game players and he was so much better. He would get his big grin and push out his belly until we told him how great of a game player he was.

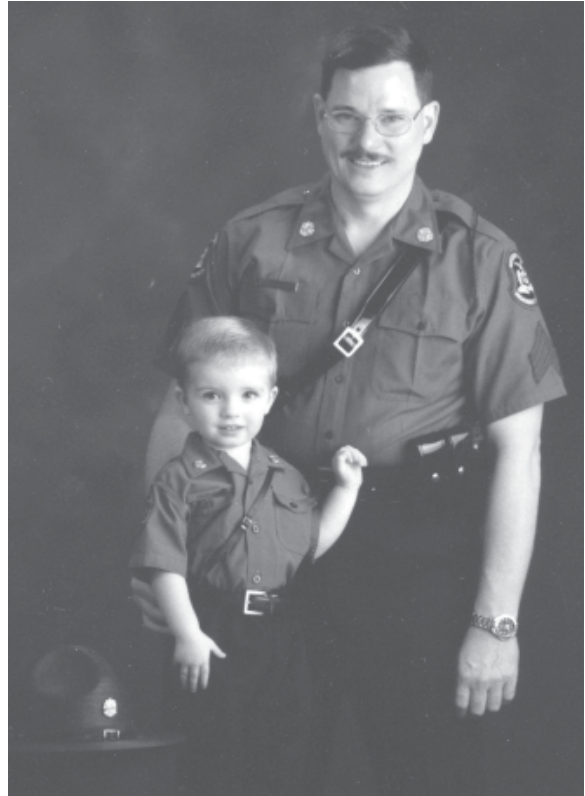
Dewayne loved to play jokes on me. I remember one time when I was working in Mountain Grove, MO, I came into the zone office and there were Sergeant Roger Hillhouse, Dewayne, and some others. (I should have known then something was up.) My zone mailbox was on top of a cabinet and I had to tip toe to see into it. I greeted everyone and when I went to check my mailbox, Dewayne came out with a stepstool, "painted in trooper blue" with my badge number on it, for me to use. Dewayne brought it over and put it down for me to step on. I thought I was going to have to call

an ambulance for all of them they were laughing so hard.

Dewayne always wanted to help. I remember about two years ago when I was building a new house, Dewayne always asked to help with it. One day, I finally gave in and told him I needed help. Dewayne showed up, and typical Dewayne, he was wearing a T-shirt that was too tight and pants which were too short. He had a hammer in one hand. When I saw him, he looked at me gave me his big grin and pushed out his belly until I laughed hard enough I almost fell out of the rafters.

Later on, Dewayne wanted to help me move into the house. He showed up the day we were moving and started moving boxes and everything else. Before the end of the day, my wife and I would cringe when we saw Dewayne going in for another load. All we'd heard all day was a big crash or bang followed by Dewayne saying, "Oh" or "Oops". It will be OK. I do not know how much got broke, but Dewayne would always smile and tell me he did not have a dime in it.

Dewayne and I have been through a lot together — both good and bad. I remember when Dewayne was his most proud. He was holding his newborn son in his arms and smiling at me. I remember being at the hospital with him, and watching him as he just beamed with pride. We had no better times together then when we were talking about our sons. Dewayne's life was his son, Hayden. He spent every bit of his off time with Hayden. I remember last summer when Dewayne wanted to take Hayden fishing. He took him to the river, and before the day was done had Hayden covered in poison ivy and chiggers. I remember Hayden standing in front of me almost one big red dot, itching and scratching, talking 100 mph telling me about all the fish he had caught. Dewayne



Pictured are Sgt. C. Dewayne Graham and his son, Hayden, 2002.

was there standing behind him smiling with pride.

Dewayne Graham was one of my best friends. He was a great trooper, a great man, and the best father. He worked harder than anyone I know and loved what he did. When we were in the Academy together Dewayne and I were talking one night. He told me then, 12 years ago, his ideal job in the Highway Patrol would be zone sergeant in Van Buren. I am proud to say Dewayne had worked hard enough to accomplish that.

It was a rare day Dewayne and I did not see each other or talk on the phone. I could always count on him for support and knew I could vent my frustrations to him. To say I will miss him is such an understatement.



Sgt. Dewayne Graham, Hayden, and their dog enjoyed spending time outdoors.

But, I will miss him dearly. God bless you, Dewayne. You are a hero.

(Cpl. Craig N. Ponder, Troop G, wrote this article for the March/April 2005 Patrol News. Cpl. Ponder is now Sergeant Ponder, Troop G.)

Sergeant C. Dewayne Graham Jr. is survived by his four-year-old son, Hayden, his parents: Mr. Carl Dewayne (Sr.) and Mrs. Beverly Graham, and Mrs. Donna McGinley. Sgt. Graham (223), 37, was shot and killed in the line of duty on March 20, 2005. Sgt. Graham parked his patrol car in his driveway and exited the vehicle just prior to the shooting. When Sgt. Graham opened his rear car door to retrieve items in the back seat of his patrol car, the suspect ambushed and shot him. Sgt. Graham died instantly.)



Trooper Ralph C. Tatoian

Badge #1140
10-42 ... April 20, 2005

This is a short story about a great friend. I think it will get the point across, but it doesn't do justice to the young kid who was a son that became a trooper, a man, a husband, and a father in a very short period of time.

I first met my new recruit in January 1996. I picked him up at his apartment complex for his first day on the job. As we drove to Troop C Headquarters, I was trying to answer all of his questions, when I finally got the chance to ask him one. He looked at me, smiled and said with a big grin, "Go ahead, sir!"

I then asked, "How old are you?"

This big kid, who looked like he was 18, with a baby face, huge dimples, and a contagious smile, quickly looked at me and said, "23 and a half sir. Why?" I just shook my head and grinned, but had nothing else to say at that time.

This new recruit was Trooper Ralph C. Tatoian. He was very proud to be a member of the Missouri State Highway Patrol. Ralph was young and inexperienced, as were most of his other zone members. Rapidly, as the years passed and the zone matured, Ralph and the others would feed off each other's accomplishments and failures to better themselves and the zone operations.

Ralph was beginning to realize one of his dreams: He was becoming a well-rounded officer and man who really loved his job. In fact, on several occasions, I personally knew he had the opportunity to go to better paying jobs. However, Ralph would not leave. He simply stated, "I love this job. I don't want to do anything else." Ralph also loved to fish and hunt. He loved a group of friends he grew up with, affectionately known as the "Baden Boys". Above all, his true love was his family.

Ralph's family included his wife, Deborah; his children: Samantha, Little Ralph, and Maxwell; his mother, Mary Ann; his father, Big Ralph; his sister, Sandy; and Deborah's family. All were very dear to him. During the course of the day, when the opportunity would arise, Ralph talked about them often. He often thought of them and always carried them in his heart. Ralph touched every life he encountered, including mine. It seemed like every time you saw Ralph he was smiling. He was a practical joker of sorts, using his wit and words to give others trouble. He gave everyone "trouble" except me. As a matter of fact, Ralph seemed to enjoy it when I gave him trouble. It was almost as if he purposefully provided me the opportunities to do so.

When former member Tony Webster was assigned to Troop C, he and Ralph were together all of the time. We used to call them Crockett and Tubbs (from the early 1980s television show "Miami Vice"). We couldn't decide which was which.



The Tatoian family: Ralph Jr., Max, Deborah, Ralph, and Samantha.

He collected guns and knives and would say, “Don’t tell Andy” ... “Don’t tell Deborah” ... then, he made sure they were kept in safe places.

But, as I said before, his family was everything to Ralph. He volunteered in Ralph Jr.’s Cub Scout pack and den and was a teacher to daughter Sam. He enjoyed hunting and fishing, and was passing this along to his children. As a matter of fact, Sam got her first deer in the fall 2005. “Big Ralph”, her grandpa, took her hunting. When Max was born with his father’s dimples and hair, Ralph couldn’t have been more pleased. Ralph loved his children and liked being with them. I have no doubt he would have continued teaching them about life and sharing his favorite pastimes with them. He loved them as a father should.

Ralph is gone now, and he will be truly missed. But, he will never be forgotten.

To all his friends and co-workers, as Ralph would say, **“See ya later, Buddy!”**

(This article by Sergeant Andy J. Ley, Troop C, first appeared in the May/June 2005 issue of the Patrol News.)

All of us on the Highway Patrol have memories and experiences engrained in our brain; experiences we will keep with us until the day we are no longer on this Earth. Some of us will never forget the long six months we spent at the Academy in Jefferson City. For others, it may be that once-in-a-lifetime traffic stop that produced one of the largest seizures on record. For the members of the Troop C SERT (Special Emergency Response Team), Wednesday, April 20, 2005, will be the day that will never be forgotten.

On April 20, 2005, at approximately 4:45 a.m., Trooper Ralph C. Tatoian was killed in a tragic car crash on Interstate 44 at the St. Louis County-Franklin County line. Earlier that morning, at 2:30 a.m., Troop C SERT received a page informing us we were being activated and we were to stage in a church parking lot in Leslie, MO. Members of the Special Emergency Response Team arrived one by one, that is, everyone but badge #1140—Ralph.

One of the team members made a comment, “Where is Ralph?”

Several minutes later, we were huddled around one of the patrol cars listening to



Tpr. Ralph Tatoian, Ralph Jr. and Samantha, all "in uniform".

Troop C traffic. "10-50 involving a patrol car on eastbound I-44 near Pacific." Seconds later, "Patrol car struck the rear of a tractor/trailer unit and the truck is continuing traveling west on I-44 with the patrol car stuck underneath."

Several minutes later, Lieutenant Bob Wolf pulled into the dimly lit church parking and said, "Huddle up, men."

We gathered around, hoping and praying he was going to brief us on the mission and not give us any bad news. It was not to be, "Guys, Ralph was involved in a car crash responding to the call out. He is J-4."

This is the moment that will be engrained in my memory—as well as everyone else standing around Lt. Wolf on that cool, damp morning in a dark church parking lot in Leslie, MO. *How ironic*, I remember thinking. Ralph would always talk about his farm and all the good times he had on it. His farm was in Leslie, MO.

Ralph C. Tatoian. The name alone still brings tears to my eyes every time I hear it. I would like to relate an experience I shared with Ralph on a SERT operation. Several years ago, Troop C SERT was sent to East Prairie, MO. We were given the task of arresting a subject who shot at an officer and then barricaded himself in his house. Ralph and I were teamed up (snipers) and given the assignment to put eyes on the front of the house and relay information back to the command post. Once we reached the house, several hours later, we set up on the fringes of a freshly plowed field. It was about 1:00 a.m. when we called the command post and informed them we were in position. For the next five hours, Ralph and I fought off mosquitoes the size of dragonflies and every other spider and flying insect known to man. As the sun began to rise, Ralph and I were informed we needed to move to a different area—a cornfield directly across from the house. We packed our gear and walked away from the house for approximately one-half mile before crossing the two-lane blacktop road. (We were told by Sergeant (now retired) Franke C. Autry, in only the way Franke could say it, "If you are seen, you are fired.")

After walking at least a half-mile in the opposite direction, Ralph and I ran across the road and into a cornfield. The corn was tall and dried out, most likely just days from being harvested. We worked our way through the cornfield until we made it to

the edge of the field, where we were less than a hundred yards from the front of the subject's house. It had been almost 24 hours since either of us had slept. We were tired, thirsty, and insect-bitten. I informed Ralph I would take first watch and that he could go several yards into the cornfield and do what he could to get some rest, "I will see you in 20 minutes," I told him, "Do not be late."

It was close to 100 degrees and the sun was high in the sky. I was hot, thirsty, and crabby. Ralph smiled, pulled out two sticks of red licorice and said, "You old guys sure do get cranky."

That being said, Ralph slithered like a snake, zigzagging through the cornfield, until I could no longer hear him. As the sweat dripped into my eyes, making it hard to see through the optics of my rifle, I looked at my watch and realized Ralph had been gone for almost half an hour. I waited. No Ralph. Forty-five minutes passed. Still, no Ralph. An hour later, I heard him crawling to my location.

"How are you doing?" Ralph said to me.

Agitated and aggravated, I said, "Where have you been? Twenty minutes, not 60 minutes!"

Ralph looked at me with that famous smile and said, "Take an hour, Al. I am good."

I slithered back from behind my rifle, turned around, and followed Ralph's tracks back into the cornfield where he had spent the last hour. Before I knew it, I was in a large clearing in the middle of a cornfield. Ralph had made the clearing by cutting down cornstalks with his knife. Ralph tied four of the cut-down cornstalks onto the outside stalks of the clearing. He

then used the remainder of the stalks and laid them over the square to make a roof of sorts. The cornstalk roof was about four feet from the ground and offered a large area of much-needed shade. After getting a break from the hot sun, I re-joined Ralph.

Ralph said, "So what do you think of the 'condo' I made for you?"

I told Ralph I was sorry for being grumpy and thanked him for the shade.

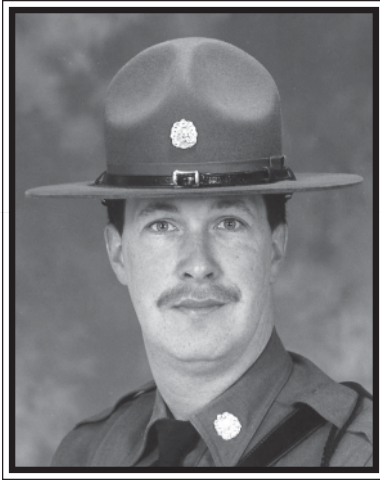
With a big smile on his face, Ralph said, "Us young guys have to take care of you old guys."

Several times during the past few years, Ralph would bring up the "condo" in the cornfield.

The Patrol lost one of its best on April 20, 2005. Ralph loved the Patrol and loved being on the SERT team even more. Ralph, buddy, you will be missed, but you will never be forgotten.

(This article by Cpl. Al P. Nothum, Troop C, originally appeared in the May/June 2005 Patrol News.

Trooper Ralph C. Tatoian, 32, was killed in a traffic crash on April 20, 2005, on westbound Interstate 44 in Pacific, MO. Tpr. Tatoian was responding as a member of the Troop C Special Emergency Response Team to a manhunt in Franklin County when his patrol car struck the rear of a tractor-trailer. The tractor-trailer was stopped due to a previous traffic crash. Tpr. Tatoian was the 25th member of the Missouri State Highway Patrol to make the Ultimate Sacrifice.)



Corporal

John A. "Jay" Sampietro Jr.

Badge #584

10-42 ... August 17, 2005

Jay Sampietro joined the Patrol in 1992. He was assigned to Troop E, Pemiscot County after graduating from the Patrol Academy. In 1997, he was promoted to corporal and assigned to Zone 10, Dunklin County. Jay was my corporal in Zone 10 for a little over a year. He then transferred to Troop E Headquarters to take a pilot's position. I've known Jay ever since he came on the Highway Patrol. Jay was my corporal, a co-worker, a fellow trooper, and a volunteer firefighter. But, most importantly, Jay was my friend.

Jay was a man who was able to draw people in. No matter where he showed up, people would gather around him. He always had a positive attitude and a smile on his face, no matter what the situation. He was always in a good mood and always upbeat. That's the kind of person Jay was. He didn't have to work at it, he was just that type of person. During your day, if you had contact with Jay, it was a good day. My friend Jay always had a smile that could warm your heart. He could put anyone at ease, no matter what the situation was. He was the type of person who could, and would, take other people's burdens and share their load.

My friend Jay seemed to know people from everywhere. If I would mention a town or community, no matter how small,

Jay would always say something like, "Hey, I've got a buddy that's a policeman, fireman, deputy, or trooper that lives around there." Jay never met a stranger. He seemed to know everybody. It was easy for Jay to make friends. When he came to my zone, it seemed like it took him all of two days and he knew at least half of the people in the Dunklin County. Jay had a lot of "buddies". Everyone was one of Jay's "buddies". If Jay was your friend, you had a friend for life. That's what it was all about to Jay.

Jay was always dependable. If he told you something, you could bank on it. He was willing to help others, whether at work or otherwise. It didn't matter if it inconvenienced him or not; he was always there. If you called Jay for a favor or to help with anything, he would never ask what it was or any details, he would just say something like, "When and where do ya want me?" There were never any doubts—my friend Jay would be there. If Jay heard someone might need some help with something, he would just show up and say something like, "Heard ya might need a little help, so I just decided to come over." He was just that type of person.

My friend Jay was always spontaneous and a prankster. It didn't take him long to make his mind up about something. I remember he bought a motorcycle in Union City, TN, one time. One day, Jay mentioned to me he would like to have a motorcycle. The next day, I came to work and was getting out of my car at the zone



John Jay, Jennifer, and Will Sampietro.

office, and I noticed a motorcycle coming down the street. The motorcycle pulled up and stopped, and the man riding it took his helmet off. It was Jay. I asked him what did he go and do? He told me, "Well, boss, I woke up this morning and still had a hankerin' for a motorcycle and went and bought one." That was my friend. If he decided to do something, he would do it. The car dealers really liked to see Jay come in. You never knew from one day to the next what he would be driving.

Jay loved "gadgets", too. It seemed he was always coming up with new "gadgets". When I saw him at the Sikeston Jaycee Bootheel Rodeo, he showed me

his latest "gadget". It was a satellite radio. He seemed proud of it. Jay was telling me about it, and I remember him saying, "This thing is the stuff right here." It was Jay's latest "gadget".

Jay had a great sense of humor. In our zone we were always playing jokes and pranks on each other. We had a lot of fun. Jay and I would always "pick" at each other. I remember one time Jay and I were at a local restaurant called "Porky's". It's kind of a local hangout for us, where we can eat and get a cup of coffee. The owners are James and Mary Lou Cole. Jay and I ate there, and I decided to have some desert, so I asked Mary Lou Cole for a bowl of blackberry cobbler with some ice cream. Well, the normal serving is a small dish, but Mary Lou likes us and she knew what I meant when I said "bowl". She came out with a

bowl of blackberry cobbler and ice cream about the size of a football helmet.

Jay looked at that and said something like, "Holy cow, you gonna eat all that?"

I told him I was going to eat every last bite. Well, Jay started "picking" at me, telling me I wasn't as young as I used to be and it was harder for me to keep the weight off now that I was getting a little older. I just looked at Jay and said, "Yea, I may be gettin' a little older and putting a little weight on, but at least I still got all my hair." You see, my friend's hairline was receding a little. I was "chuckling" at the "brilliant" comment I made to Jay, and all he could do was wrinkle his eye-

brows and open his mouth. He was speechless, and that was unusual. He wasn't able to make a "come back" comment. Finally, all Jay could do was say a few adjectives about my comment that I can't repeat. Jay always lived life to the fullest. Every day was a brand new world for Jay.

My friend Jay was absolutely dedicated to his family. He loved his wife, Jennifer, and their two boys, Matt and Will, more than anything. He was very caring, devoted, and a very proud father. I remember when Jay and Jennifer decided to get married. When I saw Jay, he just told me, "Hey, we're gettin' hitched." Later, when Jay and Jennifer started their family, I saw him and he came up to me and told me, "We're gonna have a baby." Jay was so proud. When Jay told me the news, I told him, "Life as you know it is going to change." Jay asked me what I meant and I told him he would find out.

When Matt was born, I saw Jay at troop headquarters. He was so proud. I asked him if he remembered what I had told him about his life changing. Jay smiled, stuck his chest out and said, "I now know what you meant." He was such a proud father. But Jay was more than just Matt and Will's father, he was their dad. There's a difference. He e-mailed me a picture of him holding his son. It was obvious in Jay's eyes that he "knew what I meant", Jay loved Jennifer and his boys more than anything. His priorities were in the right order. He was absolutely dedicated to them. They meant everything to him.

I worked the Sikeston Jaycee Bootheel Rodeo assignment in August. Jay would always be there if possible. I was blessed, but didn't know it at the time. I got to see my friend one last time. As soon as I saw him, and after the handshakes, he

reached into his back pocket and pulled out his wallet. The first thing he started talking about was his boys, and showing me and Corporal Jody Laramore his pictures of Matt and Will. Like I said before, Jay wasn't just Matt and Will's father, he was their dad. There is a difference. Jay was a great dad. I got to see Jay, Jennifer, and Matt again while I was posted at an intersection going into the rodeo. They were driving in to the rodeo grounds. Jay and Matt had their cowboy hats on, and Matt was talking about the rodeo. Like I said before, I was blessed and didn't know it. That was the last time I got to see my friend.

God, family, and serving his fellow man was what my friend Jay was all about. Jay loved his job. He was a trooper all the way. He loved his job and he believed in his job. Jay always treated people well. He was a very caring person. Jay touched a lot of people's lives.

There have been many people make comments to me about our loss of Jay. We are going to miss our friend, our "buddy" Jay. He was the kind of person and officer that others should emulate. Jay always set a high standard for himself and he met the standards of being a trooper. My friend Jay wouldn't want tears shed for him. I know he died doing what he wanted to do. He was making a difference in the world. He was an honorable man and we will miss him.

Jay wrote a reflection on the Officer Down Memorial Website when Columbia Police Department Officer Molly Bowden was killed in the line of duty. Following are Jay's words. It tells you a little about what kind of man he was.

"I tell my family on a regular basis that we must all die one day. Should I pass before I'm 90 in my sleep, I can only hope my death is in service of my community.

As much as we will miss our fallen heroes, I can think of no more honorable way to die than in defending the safety and freedom of those we have chosen to serve. All who wear a badge readily accepted the possibility of death in the line of duty. Our families and friends did not necessarily agree to bear the burden of our loss, yet they do. With that in mind, Molly, God rest your soul ... you have made the Ultimate Sacrifice in the service of the citizens of Columbia. May you rest proud and peacefully. To Molly's family, friends, and co-workers: Honor and remember your fallen hero. The thoughts and prayers of many are with you."

*Corporal J.A. Sampietro
Missouri State Highway Patrol
2-11-2005*

My friend Jay will always be remembered. As long as there is an officer that gets up, puts on a uniform and duty belt, and gets into a patrol car to do their job, Jay's memory will never fade. We all need to remember, that it's not how a man dies, it's how he lived. My friend Jay lived

proudly. May he rest peacefully. To Jennifer, Matt, Will, and the rest of my friend's family, know that you will be forever a part of our family. Jay's love for you and the Patrol will be in our hearts forever. You are not alone.

(This article by Sgt. Dennis W. Rainey, Troop E, first appeared in the September/October 2005 issue of the Patrol News.)

Corporal John A. "Jay" Sampietro Jr. is survived by his wife, Jennifer, a communications employee with the Missouri State Highway Patrol, and their two sons, Matt and Will. Cpl. Sampietro (584), 32, was struck by a vehicle and killed on August 17, 2005. At the time he was struck, Corporal Sampietro was assisting the Patrol's Major Crash Investigation Team at the site of an earlier traffic crash. The crash took place on Interstate 44 in Webster County, near Strafford, MO. Tpr. Sampietro was taken to Cox South Hospital in Springfield, MO, where he succumbed to his injuries. He was the 26th member of the Missouri State Highway Patrol to die in the line of duty.)



Jay completed the paperwork to renumber Troop E's aircraft using Sgt. David C. May's badge number. Sgt May was killed in a helicopter crash in 1999.



Trooper Donald K. "Kevin" Floyd

Badge #394
10-42 ... September 22, 2005

I met Kevin just prior to him joining the Highway Patrol. After the Academy, he was assigned to the same zone I was in. We had the same interests and quickly became friends.

In the time I've had the opportunity to be a friend of Kevin's I've noticed many things about him. Kevin loved to talk to people. His demeanor made people comfortable, and they would talk with him about most anything, even when they had just met him. When he met someone he was always trying to learn something from them. It didn't matter if it was about hunting, fishing, business, or family life. He tried to take something from every conversation. Kevin would take the information he gained and would pass it along to his friends.

Kevin cared deeply for his friends and spent many hours checking on them when he felt they needed a little extra attention. He had a way of recognizing this need. I know many times over the years I've had moments when everything seemed to be going wrong, then the telephone would ring. It would be Kevin. You never had a short conversation with Kevin. We would talk for hours. Before I finished talking with him my troubles didn't seem that bad and I would be laughing.

Kevin was noted for being late the majority of the time. This was because he would either find someone to talk with or have to go check on a friend before he came to meet you.

Kevin was the kind of guy who would invite you to go fishing and to have a fish fry. He would supply the boat, the gas, and the vehicle. He would supply all the cooking supplies. He'd catch or gig the fish, clean the fish, cook the fish, and clean up after you were finished. He would grumble a little if you didn't help as much as he thought you should, but he would invite you back again and again, and do the same thing. He would be certain to let everyone know if he should happen to catch more fish than you.

Kevin and I would often go fishing in a small river johnboat he had. I had a pair of hip waders when we went fishing, but seemed to always leave them in the truck. Kevin would get out of the boat and drag me over the shoals in the river. He complained, but pulled me time after time.

You never wanted Kevin Floyd to know about some silly mistake you made. If he found out, he would always manage to embellish it a lot and repeat it to any audience that would listen. Kevin loved to tell stories and hear people laugh.

He was the kind of guy that even if you had a disastrous time at whatever event you did on a given day, it seemed you would end the day laughing. You'd always looked forward to going with Kevin again because you just enjoyed spending time with him.



Kevin and Cheryl Floyd on their wedding day.

You always knew where Kevin stood on about any issue, because he was very plain about that. Kevin would vocally stand up for the people he believed in, even when everyone else stayed away or kept quiet. When everyone else abandoned you, Kevin would always be there. Even if it wasn't in his best interest. You could trust him to always tell you the truth, even when it hurt him to do so. Kevin didn't seem to be afraid to take on any task presented to him, whether it be in family life or work. He was able to think it through and make a decision. If the decision he made happened to be wrong, he'd admit it and live with the outcome.

Kevin dearly loved his family and was always bragging on them. We discussed our families and how we should handle situations. Either he was giving me advice or I was giving him some. If he had a question he would call and say, "Jones tell me what you think about this."

Kevin, the world is a better place since you were here. I thank God for giving me the opportunity to have been friends with such a good man.

(This article by Tpr. Al L. Jones, Troop G, first appeared in the November/December 2005 issue of the Patrol News.)

A person should live everyday to the fullest, and I truly believe Kevin did just that. He enjoyed his family, fishing, and hunting. Kevin was at his best when he was telling stories. It was really good when they were Al Jones stories. Kevin was a good person. If you needed help with anything, all you had to do was pick up the phone and call. Kevin was the type of person that you could count on. He wasn't always on time, but he would be there for you.

We have had a lot of good times together. We traveled from Canada to Louisiana fishing. The memories will last forever. I know that Kevin and Arlie Toll are sitting in a boat. Kevin is catching fish and Arlie's line is hung up in the trees. Or, they are sitting at a card table together. Kevin will have the winning hand—some of us know what kind of a card player Arlie was.

Kevin could gig suckers with the best of them and he could also cook suckers with the best of them. I'm sure if Kevin were here today he would be telling stories, smiling, and laughing. Kevin was a real good fisherman, he would even tell you that. I'm not sure how many times I've heard him tell Al Jones just exactly that.



The Floyd family: Jacob, Cheryl, Kevin, and Telena.

Kevin was respected and liked wherever he worked. He wasn't the type of person to go around tootin' his own horn about what he'd done at work.

If I tried to sit here and tell you how perfect Kevin was, I would be blowing smoke. We are all human and we do things sometimes that are not politically correct. Kevin was no different than any of the rest of us.

I'm sure there were times in Kevin's career with the Patrol he felt like his world was crumbling around him. He always worked through it. I believe Kevin was true blue.

Kevin was also a good husband and father, he put his family before anything else. Cheryl, Jake, Telena, I once heard these words about one of Kevin's friends, and one can say the same thing about Kevin: He was a man among men.

Kevin will always be remembered. He will always have a special place in our hearts. I know though we can't see Kevin, he will always be with us. One of these days we will all be fishing again.

(This article by ACTE Keith Womack, Troop G, first appeared in the Summer 2005 issue of the Missouri State Trooper magazine.)

Trooper Donald K. "Kevin" Floyd (394), 45, was struck by a vehicle on September 22, 2005, while working speed enforcement on U.S. Highway 60 in Texas County, approximately one mile east of Route MM. He was airlifted by helicopter to St. Johns Hospital in Springfield, MO, where he succumbed to his injuries. Tpr. Floyd had stopped an eastbound vehicle for a traffic violation. He had made contact with the driver of the vehicle and had turned to walk back to his Patrol vehicle when he was struck by a pickup truck. Tpr. Floyd is survived by his wife, Cheryl; his 19-year-old son, Jacob; and his 16-year-old daughter, Talena. He is the 27th member of the Patrol to make the ultimate sacrifice while serving and protecting the citizens of Missouri. Tpr. Floyd is the fourth member of the Patrol to die in the line of duty in 2005.)

The Journey Continues...

