

Montana Trooper

Montana Highway Patrol Celebrates 75 Years of Service, 1935–2010

*Editor's note: This is the first in a two part series chronicling the proud 75 year history of the Montana Highway Patrol. This first segment covers 1935 through 1988.

In 1934, Montana led the nation in traffic deaths, and in 1935 the 24th legislature introduced a bill to create the Montana Highway Patrol, which was not without opposition and passed by one vote. The bill was signed by Governor Frank H. Cooney on March 14, 1935.

The Montana Highway Patrol was originally attached to the governor's office, and the governor was the supreme commander of the Highway Patrol, followed by the Montana Highway Patrol Board, made up of three Montana Highway Commission board members, all of which were chosen by the governor. Louis C. Boedecker of Deer Lodge was selected by Governor Cooney as the first supervisor or chief of the Montana Highway Patrol. Supervisor Boedecker was said to have stood six foot eight inches tall, weighed 280 pounds, and was the former sheriff of Powell County, as well as a former Milwaukee railroad conductor and heavyweight boxer of considerable note. Walter Beck of Missoula was the first assistant supervisor. The first headquarters was in the old restaurant building on the capitol grounds, which still stands today and is marked with a historical marker.

From a pool estimated to be between 1500 and 3000, the first 24 patrolmen were selected as political appointees, with two selected from each of the twelve highway districts across the state. Six



On May 22, 1935 the first twenty-four officers went into uniform.

1st Row Assistant Supervisor Walter Beck, Don Mercer, Ralph Everett, George Berg, Ray Bryan, Chales Haines, Unidentified, Governor Cooney, Joe Young, Pepper Martin, William Johnson, Hugh Potter, Forest Currens
2nd Row J. J. Gilligan, Newton Cummings, Gordon McDermid, Supervisor Louis Boedecker, Commissioner Donahue, Roy Forester, Ernest Rickert, Al Fousek, Robert Wright
3rd Row Bill Holdorf, John Flanagan, W. W. Beckwith, Alex Simpson, Rudy Schmoke, W. A. McLain, Wayne Sexton, Clarnece Berkner

additional men also attended the initial training as alternates or reserves, for a total of thirty men. The first Patrol school was held in the House of Representatives chambers in the capitol building, led by Captain Rudy Schmoke of the California Highway Patrol, after which much of the Montana Highway Patrol was patterned. It began on April 22, 1935, and lasted approximately 30 days or until May 21, 1935. Officers were sworn in and photos were taken on the Capitol grounds on May 22, 1935, and 24 patrolmen went to work on the same day, again with the additional six men serving as alternates or reserves. The first 24 probationary patrolmen were initially assigned to the thirteen cities of Kalispell, Havre, Wolf Point, Glendive, Lewistown, Great Falls, Helena, Missoula, Butte, Anacon-

da, Bozeman, Billings, and Miles City. Of those initial stations, a second patrolman was assigned to the five larger cities of Butte, Great Falls, Billings, Missoula, and Helena for a total of eighteen, with the remaining six patrolmen being assigned to the "Flying Squadron" or motorcycle patrol, based in Helena.

The first patrol vehicles were eighteen 1935 Ford five window coupes, white with black fenders and a round gold door seal, which cost \$700 each. In addition, six white Harley-Davidson motorcycles which cost \$450 each or \$550 with a side car were used and constituted the aforementioned Flying Squadron, which attended fairs and public events.

Uniforms were tan with black ties and a light tan overcoat with a fur col-

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lar. The dress tunic was dark green with a Sam Browne belt, while the Flying Squadron wore breeches and high black boots. The first arrowhead hat pieces were donated by the Anaconda Copper Company. The original shoulder patch was round with a wagon wheel design and skull in the center, while badges were a seven pointed gold star, the state seal in the center and Montana Highway Patrol and badge number printed in blue around the seal, with Patrolman printed in blue in a ribbon along the bottom. Traditional uniform caps were worn.

Starting salary for a patrolman was \$125 a month plus traveling expenses. A meal could not exceed 60 cents, and room rent ranged from \$1.50 to \$2.50. After six months of probation, if confirmed, salaries raised \$10 a month. If not confirmed at six months, a patrolman could stay on probation for up to a year, after which he would be separated if not confirmed. After one year of service, the monthly salary raised another \$5 or up to \$140 a month. After another six months, it rose again to \$150, then to the maximum of \$160 after another six months. The Highway Patrol was originally financed by a revolving fund made up of all fines and driver license fees, which was estimated to be \$90,000 the first year.

The first Montana driver's licenses as sold by county treasurers were 50 cents for the head of family, with additional family members 25 cents each. If the additional family member drove other vehicles, they had to pay the full 50 cents.

Initially, safety education and public speaking were stressed, and in the first year, officers were to make arrests in only the most extreme cases. Officers were charged with enforcing only eleven offenses, which were considered "highway menaces." These included driving without two headlights and at least one taillight, improper license or permit, improper brakes, passing without proper warning, passing on a sharp turn or hill, passing or meeting vehicles on the wrong side of the road, transporting a trailer without proper lights or reflectors, operating a vehicle other than automotive at night without the proper lights and reflectors,

failure to stop at restrictive signs or failure to give proper warnings, reckless driving, and drunken driving.

In 1936, Elmer Holt of Miles City became governor with the passing of Governor Cooney, and in 1936 the assistant supervisor position in Helena was eliminated. Patrol cars were white 1936 Fords with black doors, in addition to solid white Hudson Terraplanes.

In 1937, Roy E. Ayers of Lewistown was elected as the new governor, being the first native born governor. He reappointed Supervisor Boedecker, and from an estimated pool of 3000 applicants, between 24 and 26 recruits were selected and began the second patrol school, which was held from August 9th through September 7th, again in the House chambers and again led by Captain Schmoke. Patrol cars were brown two door 1937 Ford Tudors, with a large gold colored star on the doors, while supervisors drove brown Dodge four door sedans. On September 8th, four patrol divisions were established in Great Falls, Missoula, Helena, and Billings, and four patrolmen were promoted to lead the four divisions as assistant supervisors, later known as captains. They were: Clarence Berkner, Joe Young, John Flanagan, and W. E. Kobelin. The number of patrolmen was estimated at between 41 and 44. The Flying Squadron was declining, with only a few motorcycles being used at summertime events and during tourist season. Driver license fees were raised to 75 cents.

In 1938, the Patrol moved its headquarters to the Highway Department building in January. The third patrol school was held again in the House chambers by Captain Schmoke for thirty days starting on August 8th and ending on approximately September 7th, with 25 or 29 recruits being selected from a reported pool of 5000 applicants. Of that, 13 or 14 patrolmen were assigned brand new or further expanding duty stations, with the remainder as alternates or reserves. The total number of officers was now estimated between 51 and 60. Patrol cars were brown two door Ford sedans with a gold star emblem, while the few remaining motorcycles were bright red. The first radio station was

established in Butte and three cars were equipped with radio receivers, with plans for additional radio stations in Great Falls and Helena. Assistant supervisors drove brown Dodges. The Patrol saw its first shooting incident, which occurred when Patrolman Alex Simpson was beaten by a convict near Boulder, during which Patrolman Simpson shot his assailant in the face. Up to this time, Patrol officers had large patrol areas and were expected to stop at designated check points to sign in and check for messages or assignments. Around this time, mobile radio receivers were first added to patrol units, although they were largely ineffective. The maximum allowable meal expense was 65 cents. Fines for minor offenses ranged from \$2.00 to \$5.00, except improperly passing a school bus, which was \$10.00. Driving while intoxicated was said to be \$125.00, a staggering cost for that time.

In 1939, patrol cars were light grey Fords, while supervisors drove green Buicks. A small number of tan patrol cars were also seen, and black leather jackets became a part of the uniform. Traffic road blocks, then known as "brake raids" were initiated. Patrol officers worked at rodeos and fairs in groups of four to six. This was the first year that patrol cars were equipped with lights signaling for drivers to stop. The Association of Montana Highway Patrolmen (AMHP) met informally and received an attorney general opinion that patrolmen were entitled to 1 ¼ days off per month or a total of 15 days per year.

In 1940, Sam C. Ford of Helena became governor, and patrol cars were light grey Fords with Mercury engines. Patrolman Dave Hunter shot and killed an assailant who had severely beaten a deputy sheriff near Hysham. The rank of colonel was added to the supervisor's position. The AMHP prepared to introduce a retirement bill, and articles of incorporation for the AMHP were drawn up. In November, the Helena division was moved to Butte.

In 1941, Charles L. Sheridan, a former army officer and chief of the Helena Police Department, was selected by Governor Ford to be the new supervi-

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1936 - Hudson patrol car delivery

sor of the Patrol, and the supervisor or chief also became associated with the rank of colonel. The 4th Patrol school was held from approximately May 20th through June 20th, with Captain Schmoke as the lead instructor for the fourth and final time. Patrol cars were all light green or light grey Fords, with black Buicks for supervisors, with more radio equipment being added. This was the last year for motorcycles, with Smokey Lyons attending the Great Falls fair with a bright red Harley-Davidson. The number of uniformed patrolmen had reportedly reached 95, but with the United States entry into World War II, a number of officers were mobilized in the National Guard or joined the army. Various estimates indicate that 42 officers or up to 60 percent of patrolmen served in the military during the war. As a result, patrol classes were held to bolster the number of active duty patrolmen. Montana had its first nighttime 55 mph speed limit, and patrol officers began to attend the Northwestern University Traffic Institute, with Hugh Potter said to be the first. Also in 1941, Highway Patrol financing was changed to appropriations from the state general fund. The AMHP filed articles of incorporation on March 14, 1941, and continued to work towards a retirement bill for patrolmen. An airplane was utilized in an official capacity for the first time, by Patrolman Arnold Fredriksen of Havre to fly to crash scenes, serve subpoenas, and attend court.

In 1942, cars were 1940 and 1941 models, as there were very few 1942 models manufactured due to World War

II. The 5th Patrol school was held and directed by Forrest Currens, who was named the first Director of Safety and Education, in charge of training new recruits. Officers were issued .30-30 caliber model 94 Winchester rifles.

In 1943, Forrest Currens was the second patrol officer to be trained by the Northwestern Traffic Institute, and there was a national speed limit in effect.

In 1944, car manufacturing ceased, and items such as gas and tires were rationed. The final version of the retirement bill was completed by the AMHP for submission to the legislature.

In 1945, Patrol strength was estimated to be at 58 officers near the end of the war, and four officers were promoted to sergeant, as direct subordinates to division assistant supervisors or captains. Late in the year, officers began to return from military service, and the legislature passed the retirement bill. The AMHP went on record requesting a pay raise for patrolmen and took action to appoint two patrolmen to the Highway Patrol retirement board.



1939 Ford Patrol cars

In 1946, the monthly salary was \$180 a month, and cars were black Ford Tudors with a gold door seal. Eisenhower or "Ike" jackets were now a part of the uniform, and leather jackets were not. By June 30th, almost all men who had been in the military had returned to duty. Glenn Schultz was sent to the Northwestern University Traffic Institute, and when he returned he became the fifth captain, as the second safety director. On November 2nd, Bob Steele died in a gun battle with two robbery suspects between Laurel and Billings, while Gordon McDermid was wounded. The price of a driver's license was 75 cents. Shotguns were added to a patrolman's arsenal.

In 1947, patrol cars were black Ford coupes, and supervisors drove grey Buicks. Up to and including 1947, driver licenses were sold without any form of examination or qualification, but in 1947, the legislature enacted new driver license laws, requiring such. The 6th Patrol school was held for six weeks and led by Captain Glen Schultz, with many new patrol officers first placed as new driver examiners in the newly created Driver License Exam Section. The first driver examiners were: Charles Kerr, George Mourar, Jesse Fryett, Al Buck, Walter Dysinger, Oscar Fallang, Ralph Everett, and Max Blakesley. The AMHP met with the Highway Patrol Board requesting a pay raise for patrolmen, which was granted.

In 1948, driver testing began, and all drivers had to fill out an application, which became a part of their permanent record. The price was \$1.50. Glenn Schultz was initially the chief examiner, but later Gordon McDermid was promoted to chief examiner and the 6th Patrol captain, in

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charge of eight driver exam districts located in Kalispell, Missoula, Butte, Great Falls, Havre, Bozeman, Billings, and Miles City. In June, three districts in Kalispell, Bozeman, and Havre were eliminated, and it remained this way for five long years, with only five examiners for the entire state. Driver examiner cars were Ford sedans, and a driver's license was a post card type with a validating machine number. Patrol cars were black six cylinder five passenger Ford Coupes.

In 1949, John W. Bonner became governor and E. H. "Jack" England of Libby became the patrol supervisor, replacing Charles L. Sheridan. It was said that under England's command, many improvements were made, which included more radios and "replacement of the obsolete, worn out handguns with the new four inch K38 combat masterpiece for law enforcement officers." Driver examiner cars were black Chevrolet sedans, and five driver examiners covered the entire state, with one relief examiner in Helena. Patrol cars were Hudson Hornets and came in various colors including green, blue, and gold. All officers except driver examiners flew to Detroit, Michigan, to pick up the new cars, paid for by the Hudson Motor Company. The first state-wide meeting was held, and the 7th patrol school was held. The Patrol school was held at the National Guard armory for the first time, as opposed to recruits being housed at hotels. The Patrol was estimated to have 82 officers.

In 1950, a group of officers flew to Duluth to pick up new various colored Hudson patrol cars from the manufacturing plant, with many officers stating

the Hudsons were the best patrol units in the Patrol's history. With the Hudsons, it was said that officers averaged 60,000 miles a year and 18 miles per gallon of gas, up from 13 miles per gallon with the Fords. Savings reaped from the lower prices and more economic operating costs associated with the Hudsons enabled the Patrol to buy forty seven more FM radios, firearms, and other equipment. Bodley Vacura replaced Glenn Schultz as the new safety director. The AMHP discussed House Bill 6000, which pertained to the social security bill. The AMHP went on record as indicating that such agreement would exclude law enforcement officers and others who were covered by a retirement system. A union was discussed and passed, and the original incorporation was not dissolved, but kept inactive. The AMHP continued to meet and operate under the constitution and by-laws of Local 329 and asked for a raise of \$85.00 per month, which was later granted by the legislature at the amount of \$65.00 per month.

In 1951, Jack England resigned as chief and was replaced by Howard L. "Tip" O'Neal of Helena, the youngest at age 34. Patrol cars were Ford sedans, with light blue for driver examiners. The safety responsibility division was created with Major Glen Bradley in charge, as well as being an executive assistant to the chief. A sergeant's position was created to assist the chief driver examiner. Robert E. Wright was shot and paralyzed near Butte on September 19th.

In 1952, patrol cars were black and white Chevrolets, which were often referred to as "Magpies" or "Skunk Wag-



1946 - Patrolman Robert Steele

ons," and were not as popular as the more powerful Hudsons. Uniforms had gradually changed, with some dark green shirts being worn with either tan or dark green ties. Driver licenses expiration dates were changed to the current date of birth system, which created a large outcry and confusion in the beginning, and a few civilians were hired to assist with examinations in the larger cities. The AMHP requested longevity raises of 5% for every five years up to fifteen years, then 1% every five years up to fifteen years, as well as a raise of \$25 per month and a retirement badge for retirees.

In 1953, Hugo Aronson became the governor, and Glenn M. Schultz became chief. Schultz was the first chief to have come from the ranks of the Patrol, although he had reportedly left for three years in the interim. The 8th Patrol school was held, and the primary instructor was the director of safety and patrol personnel. There were 90 officers, and assistant supervisor's titles were officially changed to that of captain. Two new driver exam stations were opened in Wolf Point and Bozeman. A vote was held by the AMHP in favor of leaving the union and returning to the AMHP.

In 1954, the 9th Patrol school, nicknamed "Camp Deep Freeze," was held at Lion's Sunshine Camp over McDonald Pass near Elliston. The school was 6 weeks long, and captains served as camp commanders. James Anderson was killed by a passing vehicle on the Bozeman hill on July 24th. Patrol cars were black two door Ford sedans, while driver examin-

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1950s head-on-crash

er cars were station wagons. Chief Schultz adopted new tan uniforms with dark green epaulettes and pockets, as well as a dark green stripe on the uniform pants. The Patrol shoulder patch was modified from the original round wagon wheel and skull design to a shield shape, with the badge in the center. The AMHP requested three patrolmen be members of the retirement board, giving patrolmen the majority, which made it possible for patrolmen to retire at twenty years of service and only lose one fifth of his maximum retirement, which was subsequently passed by the legislature. An airplane was used for traffic enforcement for the first time.

In 1955, the 10th Patrol school with seventeen recruits was held for 6 weeks at the YMCA camp near Elliston, near the previous year's location. This year also saw the first retirements, with Captain Joe Young being the first. In July, four new sergeants were named for the four divisions. Patrol cars were light blue two door Fords with the mainline interceptor engine, a three speed transmission, and overdrive. Driver licensing had been headquartered in the old Roosevelt School, and Patrol headquarters had been in the Highway Department building. They were consolidated together in the Toomey building, which had just been vacated by the telephone company, in downtown Helena. The first radar sets were demonstrated in Missoula.

In 1956, the 11th Patrol school was held, and four more traffic sergeants were added. Alex B. Stephenson became chief, replacing Glenn M. Schultz. Stephenson was the first chief to have come up through the ranks of the Patrol with uninterrupted service. Patrolman Douglas Hardesty replaced Schultz as safety direc-

tor. Salary was \$300 a month and a daily expense of \$7.00, with a clothing allowance. A Ford station wagon was being utilized by driver examiners, and patrol cars were again light blue Fords and some light blue Chevrolets. Chief Stephenson revamped the Patrol shoulder patch, in part adding the infamous moniker "3-7-77" as a tribute to the Vigilantes, the first organized law enforcement group in the Montana territory. Chief Stephenson indicated that the AMHP board had his permission to meet with the Highway Patrol Board directly to discuss problems that had been properly presented to the AMHP. This was the first time in its history that the AMHP could meet directly with the Highway Patrol Board. A delegate was appointed to meet with the Highway Patrol Board to request that two patrolmen be appointed to sit on the board. Another raise was requested in addition to another 1% longevity increase.

In 1957, Chevrolet and Ford station wagons of various colors were being driven by driver examiners, as well as Chevrolet and Ford patrol cars. A second sergeant was promoted within the driver exam section, and there were 108 uniformed officers. The AMHP requested that the first move after an initial duty station be paid for by the state. The AMHP also requested patrolmen receive the six legal holidays added to their vacation banks, which was approved and changed vacation days earned per month to 1 $\frac{3}{4}$. Longevity increases of 1% went into effect on July 1st.

In 1958, the 12th Patrol school was held, and a fifth traffic division was established in Glendive, with another captain (Bill Thornby) and two more sergeants. There were 115 officers. Various colors of Chevrolet patrol cars were in use with

a 348 cubic inch engine. Patrol offices were moved from the Toomey building to the Colorado building on Last Chance Gulch in Helena. The AMHP asked for a \$25.00 month raise, and a \$1,000 death benefit for all active duty and retired members in good standing, with a \$10.00 assessment being paid in July of each year. The chief was asked about lowering the residence requirement from five years to three years, which was accomplished during the following legislative session. It was discussed and passed that captains, sergeants, and driver examiners should have a delegate at all AMHP meetings.

In 1959, patrol cars were black Chevrolet Bel Air and a black Ford Custom 500 four door, with Ford station wagons for driver examiners. An earthquake devastated the West Yellowstone, Bozeman, and Billings areas, and patrolmen participated in their first prison riot in Deer Lodge, both of which are notable and memorable for officers who served during those events. During the riot, patrolmen manned the walls of the prison until the National Guard was mustered to storm the facility and regain control.

In 1960, black Chevrolet Bel Air patrol cars with white roofs were utilized for patrol cars, as well as some black Dodge Dart Senecas with white doors. Gordon McDermid, the last working patrolman from the original 1935 class, retired, and Bob McKay became the chief driver examiner.

In 1961, Donald Nutter became governor, and the 13th Patrol school was held at Fort Harrison near Helena. Recruits



1954 - Patrolman James Anderson

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lived in barracks and ate at the mess hall. Driver examiners drove black Ford station wagons, while patrol cars were white Fords. The Highway Commission created the Gross Vehicle Weight (GVW) Division, which coordinated its efforts with the Highway Patrol, resulting in a number of patrolmen being assigned to the GVW Division for enforcement activities.

In 1962, Governor Donald Nutter was killed in a plane crash on January 25th, and Tim Babcock became governor. A sergeant was appointed to the GVW Division. In this same year, photo driver licensing began, and a temporary sergeant was appointed to the photo licensing section. Light grey Ford patrol cars were driven with a 390 engine, automatic transmission. In addition, a number of Pontiac, Plymouth, and Dodge patrol cars with a 361 engine were also driven. Doug Hardesty succumbed to cancer, and Sergeant Pete Gaasch of Kalispell was promoted as his replacement.

In 1963, the 14th Patrol school was held at Fort Harrison from April 1st through May 31st, with Captain Kerr as the camp commander. Seven officers, including a sergeant, were assigned to the GVW Division. Patrol cars were Chevrolets with a 327 engine, Dodges with a 383 engine, and a Chrysler with a 413 engine. The total number of officers was estimated to be 143. A change in the supply section saw another patrolman promoted to sergeant. The safety and education division added a sergeant as the assistant safety director. There were 22 driver examiners plus civilians.

In 1964, Patrol cars were Chevrolets with a 409 engine, and a Dodge with a 383 engine. Patrolman Marty Dahl was promoted to sergeant and became the first assistant director of safety and education.

In 1965, patrol cars were white Fords with a 390 engine and red interior, and Chevrolets with 409 and 396 engines. In July of 1965, Patrol strength was estimated to be one hundred forty three, of which one hundred eight were assigned to traffic enforcement. The 15th academy was held in October and November at fort Harrison. The AAMVA Western States conference was held in Billings,

and Captain Bob McKay was the Western States Regional President.

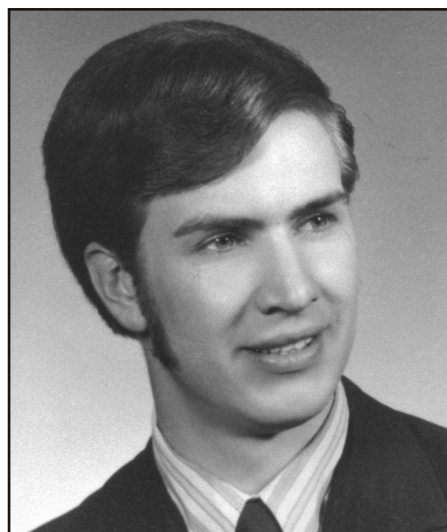
In 1966, patrol cars were Dodges with a 383 engine.

In 1967, patrol cars were both Plymouth and Chevrolet. The 1967 recruit class had 42 members, the largest of its kind. The highway death toll topped 300 for the first time ever, at 319, and the legislature granted thirty new patrolmen, with the 16th academy being held in the fall, which raised the total number of officers from 143 to 173. Patrol headquarters moved from the Colorado building to the former Hustad shopping center in Helena. Captain Pete Lehman retired in Glendive, and Sergeant Heath was promoted to replace him.

In 1968, patrol cars were white Plymouth Fury models with a 440 cubic inch engine and a single large top light. In March, Chief Alex B. Stephenson retired, and Captain Shirley W. Hancock, who had been captain in the Butte Division, was named chief. Sergeant Melvin Mooney was promoted to captain to replace Chief Hancock in Butte. Patrolman Al Mues was forced to retire on February 18th when he reached the mandatory 60 year age retirement, having served for 29 years, 11 months, and 17 days. Patrolman Jim Leary was critically injured in a head-on crash with a drunk driver on April 12, 1968, forcing his disability retirement. The first retired officers association meeting was held on September 7, 1968.

In 1969, Plymouth Fury and some Fords were utilized for patrol, while unmarked cars were Chevrolets and Oldsmobiles in various stock colors with four door hardtop and vinyl tops. Sergeant Max Blakesley, the first driver examiner sergeant, retired after over 32 years of service. The 17th Patrol school was held.

In 1970, a white Plymouth Fury with a 440 cubic inch engine was utilized. Colonel Shirley W. Hancock retired and was succeeded by then Captain Robert H. McKay. Lewistown was added as a sixth division, and the rank of lieutenant was added. The 18th Patrol school was held, with Captain DeDycker as the new safety and education director. A Stetson uniform hat was worn.



1973 - Patrolman Richard Hedstrom

In 1971, the legislature passed a state reorganization bill moving all state agencies into 19 consolidated departments. The legislation called for the Highway Patrol to move from under the governor to the attorney general no later than January 1st, 1973. A white Plymouth Fury with a 440 cubic inch engine was again utilized. Patrolman Joe Dalbec was wounded in a shooting in Shelby.

In 1972, a white Plymouth Fury with a 440 cubic inch engine was again utilized. Also in September of 1972, Governor Forrest H. Anderson signed legislation moving the Highway Patrol to a bureau in the Department of Justice, under the control of the Montana attorney general. At the time, Robert McKay was the chief, and Robert Woodahl was the Montana attorney general.

In 1973, a light blue Plymouth Fury was driven, along with some Fords. Patrolman Richard E. Hedstrom was killed on July 19th, struck by a passing vehicle near Kalispell after only 19 days on the job. An award was established in Patrolman Hedstrom's name, awarded to officers who have attempted lifesaving efforts. The 1973 legislature added another 25 patrolmen to the ranks of the Highway Patrol, lifting it to an all time high of 220, and the 19th academy was held for the first time in Bozeman at the Montana Law Enforcement Academy (MLEA). The 1973 legislature, under pressure from the federal government, also passed a 55 mile per hour speed limit, but set

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the fine at \$5.00 for a waste of a natural resource, with no record of infractions. A roving squad of six patrolmen (one taken from each district) and a lieutenant (Webster) termed an "Accident Prevention Unit" or APU was formed with the aid of federal funding. Initially used to target US Highway 93, it was later expanded to other parts of the state, targeting problem areas. Many new patrolmen began their careers as a member of this unit, which was later known by many names like "the squad" or "the goon squad," continued for several years. The uniform hat reverted back to the traditional uniform cap from the Stetson.

In 1974, there was again a mixture of Plymouth and Ford, but the Patrol also received approximately ten unmarked cars in various makes and models. Colonel Robert H. McKay retired in July and was succeeded by then Sergeant Joe R. Sol. The Montana attorney general implemented the 55 speed limit by proclamation in March of 1974. The 20th Patrol academy was again held at MLEA in Bozeman.

In 1975, the large light blue Plymouth Fury was driven, and it was noted as being a large car, but underpowered. The legislature attempted to convert driver license examiners to civilians. An attempt by the Highway Patrol to raise the \$5.00 speed limit fine was unsuccessful.

In 1976, there was a blend of light blue Plymouth Fury and Dodge patrol

cars, but they were smaller than previous models and years, and the 21st academy was again held in Bozeman. Attorney General Woodahl ran unsuccessfully against Governor Tom Judge, and Mike Greely was the successful candidate to replace Woodahl as attorney general.

In 1977, the legislature again attempted to convert driver license examiners to civilians. Patrol cars changed to the light blue Dodge Monaco and Gran Monaco with 440 engines, and the cars came with a new light bar. The Highway Patrol received a federal grant for an internal study by the International Association of Chiefs of Police.

In 1978, Patrolman Michael M. Ren was shot and killed in the line of duty in Eureka on April 8th while attempting an arrest. Patrolman Gordon Hage was seriously injured in a crash near Havre. Patrol cars were the same as in 1977. The 22nd Patrol school was again held in Bozeman, for the first time in MHP history with four female recruits, which included Janet Baker, the first female Patrol officer, appointed on April 9th. Patrol strength stayed at 220, and headquarters was moved from the Hustad shopping center to the 303 North Roberts, the Scott Hart building, in Helena.

In 1979, white Plymouth Gran Fury and Dodge patrol cars were driven. Also in 1979, the legislature succeeded in moving driver license examiners to civilian status. Because driver examiners were



1978 - Patrolman Michael Ren

no longer going to be Highway Patrol officers after a two year transition period, the number of patrol officers was effectively decreased to 198. Captain Dahl retired as the Lewistown district commander, and Colonel Sol eliminated Lewistown as a district, reducing the number again to five in Missoula, Great Falls, Butte, Billings, and Glendive.

In 1980, Chryslers, Plymouths, and a few Dodges were driven, all in various colors. Colonel Joe R. Sol retired, and Lieutenant Colonel Robert Griffith became acting chief until R. W. Landon, formerly of the Washington State Patrol, was named chief. An airplane was again utilized for air enforcement.

In 1981, the Dodge St. Regis and Plymouth Gran Fury were driven in various colors. The fall of 1981 saw the High-

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way Patrol elevated from a bureau to a division in the Department of Justice. As a result, five commanders were elevated to bureau chiefs within the Highway Patrol. The 23rd Patrol school was held in Bozeman, and Captain Mike Davis was named the first inspector.

In 1982, a white Dodge Diplomat, a smaller car, was driven, with new Smith and Wesson top lights. The AMHP instituted a \$1,000 death benefit for mem-

bers. In June, Patrolman Clyde Miller was involved in a shooting with a suspect, during which both of them were wounded. Captain Mike Davis took command of the APU.

In 1983, white Ford Crown Victoria patrol cars were driven, and new DUI legislation was passed. The Patrol secured new funding for a new academy to accommodate for attrition within the ranks. The .30-30 caliber rifle was dropped

from use. The Highway Patrol aviation program purchased a Cessna 182 RG fixed wing aircraft for \$35,000 with a Highway Traffic Safety grant. The AMHP joined the National Troopers Coalition. Henry Devereaux was sworn in and was the first of the new cadet program, which saw new officers working as dispatchers, radio technicians, and supply clerks prior to going on the road, then largely assigned to the APU. Patrolman Clyde Miller was shot while making a DUI arrest.

In 1984, white Dodge Diplomat patrol cars were utilized. The Association of Montana Highway Patrolmen formed the Montana Hope Project, granting wishes to critically ill Montana children. The AMHP also established stores, selling merchandise to members and the general public.

In 1985, white Dodge Diplomat and some Plymouth Gran Fury cars were driven for patrol.

In 1986, a white Plymouth Gran Fury was driven.

In 1987, a white Chevrolet Caprice with a 350 cubic inch engine was driven.

In 1988 a white Dodge was utilized for patrol, and the field training officer (FTO) program was initiated in June. On May 24th, Patrolman Ron Kunkel of Belt was engaged in a shooting, which left the suspect dead and Kunkel wounded. The MHP attained national accreditation, the first police agency in Montana and only the 5th state police agency in the nation to do so.

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ASSOCIATION OF MONTANA TROOPERS

What is the AMT?

The AMT is an independent association which is not affiliated with any other association or union. It is funded by and run by troopers.

The Association's Articles of Incorporation were completed in February of 1941. Membership in the corporation may be held by an active or retired trooper of the Montana Highway Patrol.

The Association of Montana Troopers is not a charitable organization, nor is it organized or operated for charitable purposes.

What connection does the AMT have with the Montana Department of Justice Highway Patrol Division?

The AMT is an independent association representing active and retired troopers. Its views, opinions, policies and publications in no way reflect the viewpoint of the Department of Justice or the Montana Highway Patrol.

What publication does the AMT produce?

Montana Trooper magazine is the only official publication and fund raiser for the Association. Anyone not affiliated with this magazine should not be considered representing the Association.

Montana Trooper magazine assists association members in the following areas:

- To create an awareness of a trooper's job and of efforts to maintain the high ideals and professional standards of our trooper members.
- To provide a fraternal organization for Montana troopers.
- To interact with other highway patrol and state police agencies and associations on a national level.
- To gain recognition and support from Montana legislators.

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Montana Trooper



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Association of Montana Troopers

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YOUR COMMENTS, PLEASE: The editor of the *Montana Trooper* welcomes your comments, criticisms, or suggestions for the magazine. Your ideas for topics and/or types of articles which you would like to see in future issues of the magazine will be appreciated and given every consideration. Please send your communications to: Scott Ayers, 1013 Babcock Blvd., Billings, MT 59105, montanatrooper@q.com

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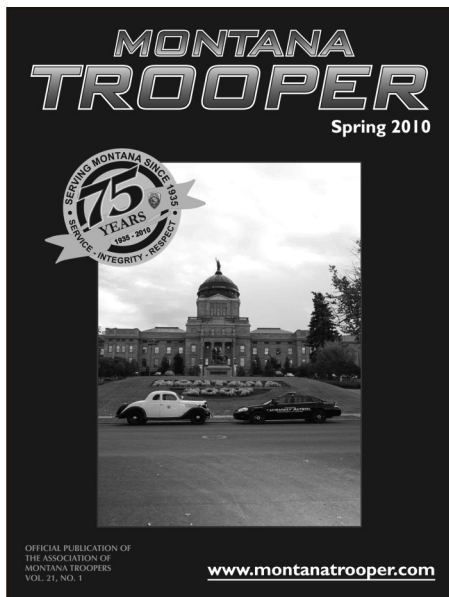
MONTANA TROOPER

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On the Cover



The Montana Highway Patrol proudly celebrates its 75th anniversary in 2010, having served the citizens of the state of Montana with integrity and respect since 1935. Photo by Clarke Sutphin.

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Editor's Comments



Sgt. Scott Ayers
Editor
Montana Trooper

In 2010, the Montana Highway Patrol celebrates its 75th anniversary. What a long way we've come since 1935.

Having been associated with the MHP since 1994, I feel I have had a

front row seat to what I perceive to be many significant changes in the MHP and law enforcement in general.

When I first came to work, my badge read "Patrolman," and I drove a green 1993 Ford Crown Victoria. Our cameras were black and white 35 mm, and I didn't have a portable breath test instrument, an in car video camera, or a mobile computer. Patrolmen relied heavily on their training and experience to detect and build cases against DUI suspects, and reports were written solely by virtue of handwritten daily logs, notes, and memory. Crash reports were three-part car-

bonless white, yellow, and pink forms written by hand, and fatal crashes were all drawn meticulously by hand. Pistols were 9mm caliber, and shotguns were kept unsecured under the driver's seat in a scabbard, while the M-14 .308 rifle was kept in the trunk. I worked a nine hour day but was only paid for eight, and I worked a six day work week, rotating from night shifts to day shifts all within that six day period, generally with only two rotating days off following.

Today, several generations removed, badges read "Trooper," and I have a black 2010 Chevrolet Impala, a digital camera, a portable breath test instrument, and a digital in car camera which records constantly to a hard drive. I also have a dockable lap top computer with access to all cars and calls for service mapped and plotted state-wide, CJIN, NCIC, e-mail, the internet, and a myriad of electronic forms which include crash reports, daily activity reports, incident reports, citations, and warnings. Fatal crashes are drawn using an electronic mapping system known as the Total Station. Pistols are .357 caliber, and my shotgun and M-4 .223 rifle are secured in a rack next to the driver's seat. Trooper work schedules are four ten hour day or night shifts, followed by three set days off.

While all the changes over the entire 75 years are almost too many to list, the one thing that hasn't changed, however, is the sense of pride and family that exists at the heart of the Montana Highway Patrol. It began in 1935 and still exists today, 75 years later.

Whatever connection and history you have with the MHP, please join me in celebrating the past 75 years of service, integrity, and respect that the Montana Highway Patrol stands for, as well as my high hopes for the future, as we continue to move forward.

Until the next issue, be safe. □

Submission Guidelines

Montana Trooper welcomes contributions in the form of articles and photographs with captions.

Articles should be submitted in Word and in both upper and lower case, not all caps. The editor reserves the right to edit the text as per content and length in consideration of the style of this publication. Articles may be submitted either on a CD or via electronic mail.

Hard copy photos, digital JPEG photos on CD, or digital JPEG photos via electronic mail may be sent. All photographs should be of the highest possible quality and, if digital, should

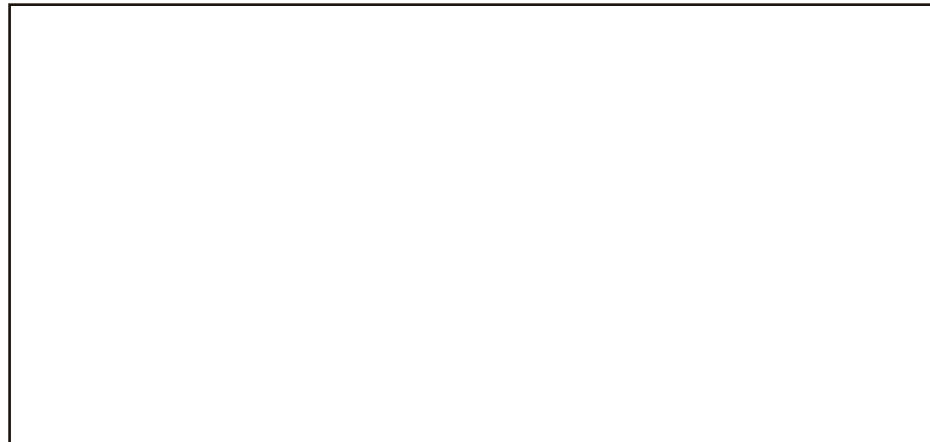
be at least 5.1 megapixels for black and white reproduction and at least 7.0 megapixels for color reproduction.

Photos meant for the cover are best displayed when taken vertically, as opposed to horizontal.

Please indicate if you wish for your photo(s) and/or CD to be returned. Each photo should have an accompanying description or caption.

Please do not imbed photos within articles, but rather send text and JPEG photos as a part of separate files.

Send submissions and all other correspondence to: Scott Ayers, 1013 Babcock Blvd., Billings, MT 59105 or e-mail them to montanatrooper@q.com.



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President's Message



*Sgt. Art Collins
President
AMT*

Greeting to all,

As I write this letter it is less than one week before Christmas. This is the time of year when we all tend to look back over the past year and reflect on how it all went. For me it was a busy year with AMT business. I started in January meeting with the Western States Conference. Trooper Cal Janes accompanied me on this trip and was a great travel companion, as well as a great source of information during the meetings. For those of you that don't know about these meetings, it is a time for those of us association leaders to get together and share what is happening in our states in regards to everything job related. We take from these meetings ideas on how to provide a better service to our members, get a heads up on national trends in law enforcement and labor/management relations and in our case find out just how well off we are in the great state of Montana.

Immediately upon our return, the 2009 Legislative session was our immediate concern. So far I have yet to be required to become personally involved in this process, but rest assured your representatives were closely watching what was going on at Capitol Hill. By the end of the session the Highway Patrol had come through unscathed. We were able to head off a couple of bills that would have affected your pay as well as the retirement pay for future troopers. I would like to thank Mark Taylor for the work he put in during this session as well as Major

Tom Butler. These two guys are constantly keeping their collective ears to the ground and noses to the grind stone to make sure we are treated well by our state leadership. More importantly I would like to thank all of you for being the outstanding public servants that you are. If not for our sterling reputation Mark and Tom wouldn't be able to accomplish what they do with the legislature. By now you have all received a letter from me regarding what I consider to be a successful first round of PAC activities. Nearly everyone we supported won re-election, which is fantastic since we only supported those candidates that support us. The PAC fund is growing and I anticipate we will be able to do more for you and the MHP with this tool in the future.

In September, Sgt Scott Ayers and I attended the National Troopers Coalition Conference in North Carolina. This was a rather sobering experience. Across the nation, state police agencies are laying off troopers, requiring work furloughs, and cutting pay. When it came time for me to give the state report from Montana, I started by apologizing for having a mostly happy report. I did this in jest as I am not ashamed nor do I feel bad about things going well for us. We have worked hard for what we have and will continue to

work hard to keep what we have. With this in mind, Montana tends to be 12 to 18 months behind the rest of the country in regards to the economy. So, while things were looking rosy then, we need to be ready for some hard times ahead. Just the other day, Missoula County lost one of its biggest employers. Smurfit Stone announced they will shut down operations permanently. This directly affects over 400 employees and we have no idea what the ripple effect will be. In the meantime we need to continue to be the consummate professionals that we are. So when the legislature next meets and has to decide what services to cut, the Highway Patrol never enters their minds. Please keep in contact with your local legislatures and continue to be the example of what professional law enforcement looks like.

Until next time, please be safe and remember this is your association. I love to hear from you with your ideas and thoughts so drop me a line anytime. □

Fraternally,
Art Collins

Montana Trooper

From the Attorney General

Mutual Respect and Support Mark Law Enforcement Family



Montana
Attorney General
Steve Bullock

This year—my first as Montana’s Attorney General—has been an amazing experience, in large part because it has given me a personal relationship with law enforcement in our state. From helping carry the torch into the Special Olympics arena to recognizing troopers for their efforts to prevent drunk driving, it has been a truly great experience.

Someone who understands that experience well is Polson Police Chief Doug Chase. For years, he was the Chief in Missoula, and he’s been in law enforcement in Montana for well over four decades. His perspective on law enforcement—and what makes it such a unique profession—is worth sharing.

Chief Chase began his law enforcement career in Missoula in 1963. He started out at \$2.39 an hour and was furnished with \$50 for clothing, a two-

cell flashlight, and a pocketful of dimes to use in the local pay phones. There were no computers, no portable radios, no bullet-proof vests, no cell phones or pagers or tasers. If you needed help with a resistive suspect, you had to be able to get to the pay phone, hang on to the suspect, dial the number and deposit the dimes—a pretty tough test of strength and coordination.

The in-car computers and video recorders Patrol troopers use today are just a little more sophisticated, but that is not the only area in which we have made significant strides. To my mind, the progress we’ve made in interagency cooperation is just as important as the technological advances.

In years past, different law enforcement agencies didn’t necessarily get along all that well. Turf battles between agencies were the norm rather than the exception. Fortunately, turf wars have gone the way of pay phones. Today, law enforcement in Montana is characterized by mutual respect and support. One outstanding example occurred last January, when a young mother was shot and killed at the local hospital in Glasgow. With an unknown killer at large, 106 law enforcement officers and emergency medical personnel from at least 20 different agencies responded—including the Patrol.

It didn’t matter what agency they worked for or whether they were local, tribal, state or federal. They came to back up their fellow officers, tend to the victims and keep the people of their community safe.

In 2009, we lost a number of troopers, including Mike Haynes who died of the injuries he received when his patrol car was hit head on by a drunk driver. Attending his funeral was one of the most difficult things I’ve had to do as Attorney General. But it was also heartening to see that law enforcement officers had come from every corner of Montana to support his family and the Patrol. They came because Mike Haynes was part of something bigger—the law enforcement family.

As we move into a new year, we have a lot on our plate. In 2010, we will continue our work with the legislative interim committee which is looking into what we can do to reduce the prevalence and acceptance of impaired driving in Montana. Making progress in this area remains one of my highest priorities. By this time next year, I expect we will be going into the 62nd Legislative Session with a strong, bipartisan proposal to substantially expand and strengthen Montana’s limited DUI laws.

Our communities are ready for positive change in this area and, with the Patrol’s leadership, I believe we will finally see laws that hold offenders more accountable and make seventh, eighth and ninth DUIs a thing of the past.

Next spring, the Montana Highway Patrol will celebrate its 75th Anniversary. Like the broader law enforcement community, the Patrol has come a long way. As we continue to move forward, our Patrol troopers remain an essential factor in keeping our highways and our citizens safe. Thanks for all you do. □



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Colonel's Message



*Colonel
Mike Tooley*

As 2009 draws to a close, it is natural to reflect upon what has happened in the last twelve months. This year saw the patrol lose three of our finest young men, as well as a recently retired legend, Ginger Kinsey.

Trooper Mike Haynes passed away on March 27th after being injured in a crash caused by a drunk driver on March 23rd. Trooper Chris Hoyt passed

away on August 23rd as a result of drowning in an off duty incident. Finally, Trooper Vern Wise passed away after a short but valiant fight against cancer on November 14th.

All of these deaths have been deeply felt in the Patrol family. However, even in the midst of what seems to be constant tragedy good things can and do happen. On August 19th, Troopers Mike Haynes and Glen Barcus were recognized by the National Highway Traffic Safety Administration (NHTSA) for outstanding work on DUI enforcement. At the same gathering, troopers of District six were named "Traffic Safety Heroes" for the success that they have had in reducing fatal and injury crashes in the Flathead. Finally, there have been nearly a dozen promotions since the first of the year, anywhere from

sergeant all the way to lieutenant colonel.

And the good news isn't just limited to the uniformed ranks. Tami Ellis of the communications center was recognized as the APCO Public Safety Communicator of the Year for Montana.

Despite the tragedy we have seen and felt, I look back at the year as a real demonstration of the strength of the MHP and its people. That is why I look to the future with hope and expectation, because we obviously have many great people within the organization that show up every day and contribute to our mission. Thank you for making this the organization it is.

Thank you also to those who support us at home, in the communities, and as our retirees as we move into our 75th year of serving and protecting the motoring public of Montana. □



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Montana Highway Patrol 49th Advanced Traffic Law Enforcement Academy



Montana Highway Patrol 49th Advanced Traffic Law Enforcement Academy graduation, Friday, August 14, 2009. First row (left to right): Trooper John A. Spencer and Trooper Alex Betz. Second row (left to right): Benjamin H. Amos, Paul A. Pfau, and Jason R. Dulin. Third row (left to right): Cale S. Lang, James N. Sulages, Kurt A. Miller, and Tyler A. Reed. Fourth row (left to right): Sgt. Gregory K. Watson, Colonel Michael T. Tooley, and Trooper Brandon P. Moore.

Please welcome the newest hires to the Montana Highway Patrol, our seven lateral hires. These seven were part of the recruitment and selection process that began in October of 2008. We were temporarily "on hold" in the selection process due to budgetary concerns. However, these seven began the Montana Highway Patrol 49th Advanced Traffic Law Enforcement Academy on July 12, 2009, and graduated on August 13, 2009. After successful completion of the academy, they began their field training assignments and then assumed their initial duty station assignments.

The pinning of the troopers' badges is a special part of the graduation ceremony, which was held on August 14, 2009.

The Highway Patrol badge has seven points which symbolize the seven traits of a trooper: Character, Loyalty, Knowledge, Honor, Integrity, Courtesy, and Judgment.

Each new trooper selected a special person or persons to pin on his badge.

Benjamin H. Amos



Ben chose his wife, Kim, to pin on his badge. He reported that his wife has supported him all the way from changing jobs to moving to a new state.

Prior to joining the Patrol, Ben was a deputy sheriff and state trooper in South Carolina. His hometown is Dedham, Massachusetts. He chose the Montana Highway Patrol because

it is a professional, well-trained agency, with a tight-knit group of troopers and command staff.

Ben stated that he enjoyed the academy classes, as well as the patient and knowledgeable instructors and staff.

His favorite academy event was reading Coach Wood-en's book with Trooper Moore. Ben is interested in joining the executive protection unit and will be [more](#) ➤

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actively enforcing seatbelt usage while on patrol.

Ben thanked the following:

God – for the opportunity to work for the Montana Highway Patrol.

His wife, Kim, for the encouragement, motivation, and prayers.

And his family for being supportive of his career decision.

He is proud to become a part of the Montana Highway Patrol, and he is looking forward to a career in which he can take pride and know he is making a difference.

Ben is MHP 156, and Wolf Point is his initial station assignment.

Jason R. Dulin



Jason's wife, Lisa, and his five children (Angel, Laylah, Sophia, Jaiden, and Kali), and Jason's mother, Florence, had the honor of pinning on his badge.

Jason calls Kansas City, Missouri, his hometown, and he worked for the Baker Police Department prior to joining the Patrol.

He reported he enjoyed all the classes; however, the most interesting and rewarding class was Crash Investigation. Jason chose the Patrol based on the honor, prestige, and reward of working for this agency. He wants to be a successful and productive trooper for the Patrol and, most importantly, he wants to return home safely to his family after every shift.

Jason's most memorable academy event was the atmosphere that the group had during the academy. He reported all seven started as individuals, but they ended as family.

He would like to thank:

His mom and dad, Charles and Florence Dulin, for loving him unconditionally. They always told him that he could be what he wanted to be, just work hard.

His wife, Lisa, for her support throughout this period and for being the rock of their family.

His children (Angel, Laylah, Sophia, Jaiden, and Kali) for putting up with his absence while attending the academy and being a great help to their mom.

Les and Bernice Njos, his in-laws, for always being there for him, Lisa, and the kids.

All the camp commanders, instructors, and individuals who helped him achieve his success in the academy.

His fellow cadets. He reported that without their support and dedication, they would not have had as much fun or success. His advice to his classmates: Thanks fellas, and let's stay on track.

Baker is Jason's initial station assignment, and he is MHP 260.

Cale S. Lang



Janet Lang had the honor of pinning on her husband's badge. Cale chose her because she means the most to him.

Prior to joining the Patrol, Cale was a trooper for the South Carolina Highway Patrol. Charleston, South Carolina, is Cale's hometown. He wanted to join the Montana Highway Patrol because it is a professional organization.

He had a lot of fun firing the M-4, which was a first for him. Cale reported the academy experience was a fun and educational. He also enjoyed the joking and friendships at the academy. In the future, Cale would like to become an instructor.

Cale would like to thank:

His wife, Janet, for the support she has always given. The instructors for their time and dedication.

Thompson Falls is Cale's new home, and he is MHP 288.

Kurt A. Miller



Pinning on Kurt's badge were his wife, Jamie, and daughter, Kirsten. Kurt chose them because they are his partners, who support him the most and share some of the burdens that sometimes go with the job.

Great Falls is Kurt's hometown, and prior to joining the Patrol, he worked for Motor Carrier Services with the Montana Department of

Transportation.

With regard to the academy classes, Kurt reported he was impressed with the level of expertise of all the instructors, both at the MLEA and Highway Patrol. He likes how they teach students not just how to be good officers, but also the importance of being good citizens.

Kurt wanted to use his skills and talents to save lives and keep people safe, and he respected the quality and character of those in the Highway Patrol. For these reasons, he found he wanted to be a part of such a noble profession. He would like to become proficient in firearms and crash investigation. In the future, he would like to become a firearms instructor.

Kurt stated he would always remember the SPEAR defensive tactics class. It was the most difficult for him, but also the most rewarding, because he learned the most valuable knowledge that could someday save his life.

Kurt would like to thank:

The camp commanders, Trooper Moore and Trooper Adorni, as well as Trooper Betz for being there to answer all the questions, offer support, and really care about the group as people and fellow troopers. It was the caring that really motivated him to be the best he could be.

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Jamie, his wife, for her love and moral support while he's been at training and for allowing him to attend this "summer camp for men."

Knowing how many applied for this job and that he is one of the select few to be chosen was a great honor and source of pride to him. He thanked the Patrol for his chance to serve Montana.

Shelby is Kurt's initial station, and he is MHP 215.

Paul A. Pfau



Jennifer Ewan, their daughter Kailee, Jennifer's mother Linda, and Paul's mother Christina all had the privilege of pinning on his badge. Paul reported that his success will be directly related to their support and commitment. For that, he thanks you!

Paul's hometown is Missoula and prior to re-joining the Patrol, Paul had been in independent sales. When he chose to return to a career in law enforcement, he selected the Patrol because of his previous Patrol experience and the professionalism of the organization with an outstanding reputation.

He said the training was excellent, and they were kept very busy. His favorite or most memorable academy event was PT cadence at 0600 hours every other day.

His future career goals include working with fellow troopers and local officers from all agencies, as well as learning and gaining experience on the road to reflect well upon the agency.

Paul sends his thanks to:

His family, especially Jennifer, for handling everything at home during the training week.

The instructors for sharing their insight and knowledge.

Trooper Moore and Trooper Adorni, the camp commanders, for all their time and energy.

The Patrol administration for the opportunity.

The academy class for their support and dedication. He values your friendship and is proud to be a member of this group.

Paul is MHP 322, and he is stationed in Missoula.

Tyler A. Reed



Tyler selected his parents, Richard and Terri Reed, as well as his girlfriend, Brittni Marquand, to pin on his badge.

Tyler's hometown is Kalispell and prior to joining the Patrol he was in the Marine Corps and most recently worked for the Kalispell Police Department.

He stated the classes contained excellent information. He would like to become proficient in DUI enforcement.

Tyler's most memorable academy event was morning PT.

Montana Highway Patrol 49th Advanced Traffic Law Enforcement Academy Swearing-in Ceremony – August 14, 2009

Final Standing – with Initial Station Assignments
(Pending final awarding of bids to more senior troopers.)

Badge	Trooper	ID #	Initial Station
322	Paul A. Pfau	1874	Missoula
215	Kurt A. Miller	1875	Shelby
271	Tyler A. Reed	1876	Kalispell
167	James N. Sulages	1877	Bozeman
260	Jason R. Dulin	1878	Baker
156	Benjamin H. Amos	1879	Wolf Point
288	Cale S. Lang	1880	Thompson Falls

Tyler always wanted to be a trooper and wanted to be part of a professional agency.

Tyler thanked:

His family for supporting him.

The camp commanders and instructors for all their hard work.

Tyler is MHP 271, and he is stationed in Kalispell.

James N. Sulages



James chose his wife of 17 years, Rebecca Sulages, for the honor of pinning on his badge. He chose her because of the love, support, and encouragement she has given to him throughout this process and will in the next twenty years.

Livingston is his hometown, and prior to joining the Patrol, Jim was a police officer for the Livingston Police

Department.

He reports the academy curriculum was educational with extremely knowledgeable instructors. His memorable academy event were the great times polishing buttons and boots while watching the Tour de France with Camp Commander Trooper Moore.

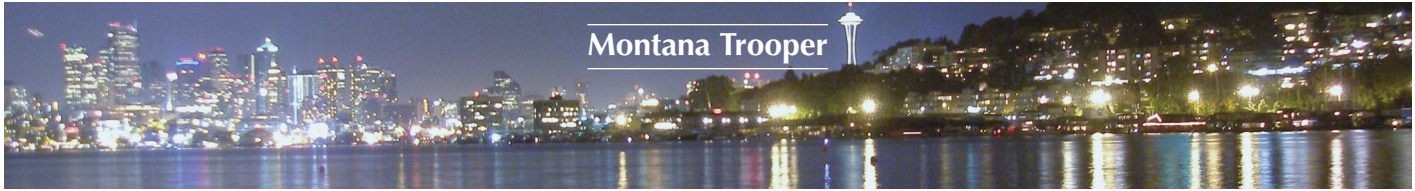
James chose the Patrol because in his opinion, the Montana Highway Patrol is the best law enforcement agency in the northwest. In the future, he would like to instruct firearms, SPEAR, and attend Technical Crash Investigation.

He thanked:

Rebecca, his wife, for encouraging him to apply and for her support through everything else that goes along with joining the Patrol. He reported that without her, he wouldn't be here.

The Patrol for trusting him enough to allow him to be a trooper.

James is MHP 167, and he is stationed in Bozeman. □



2009 International Association of Women Police Conference

By TROOPER PAULA WILLIAMS

The International Association of Women Police (IAWP) held its international conference in Seattle in September of 2009, and the Montana Highway Patrol was well represented, sending every female trooper to attend. But how did we get there?

The Montana Highway Patrol employs nine female troopers. That is down from eighteen just seven years ago or more than a 50% decrease. On June 16th and 17th, 2009, we met in Helena to address the issue of recruiting and retention of female troops. The national average is 15% females in law enforcement; ours is 4%. Colonel Tooley voiced his concern about this, noting also that we had no female representation on the Union. We were asked to address several questions with respect to recruiting and retention of females in our agency.

We then met with Toni Svaleson, who is the organizer of Women In Gear. Women In Gear provides resources, career exploration and business development in non-traditional trades, technology, and small business entrepreneurship and through this encourages women to pursue opportunities in the workforce, including non-traditional roles. Ms. Svaleson is also employed by the Rural Employment Opportunities for Montana Organization. With her facilitating our discussion, we listed what we like about our careers in the Patrol; what attracted us to this and why we stay. We then discussed the challenge of recruiting women and found that many of the aspects that are barriers



Photo by Clarke Sutphin



Photo by Clarke Sutphin

to women also present barriers to our male counterparts. Seeking improvement in addressing those particular issues will be beneficial to attracting qualified applicants of both genders.

We looked at other agencies that maintain the 15% average and sought out answers to their success. We found many examples in other states where implementing changes brought more female applicants and better qualified applicants overall. Sgt. Watson detailed these concerns and solutions in a report to Colonel Tooley in response to his questions. In researching the reasons we expressed as the toughest challenges we face in this job, Sgt. Watson learned that they were the top five nationwide:

Dismissed - being ignored or interrupted - and research continually shows this occurs to women more frequently than their male counterparts.

Tested - having to constantly prove that you are qualified in what you know and do when a male counterpart is readily accepted without having to prove himself.

Loss of authenticity - when faced with the continual testing and dismissive attitude, we change our approach to emulate the male counterparts, which often leads to derogatory labels being placed upon us.

Excluded/Avoided - not being a part of the social network within the workforce limits our access to mentoring opportunities.

Tokenism - she only got the job because she's a woman or he did not get the job because he isn't a woman.

Sgt. Watson listed these five challenges in her report

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to Colonel Tooley, taken from an article written by Barbara Annis entitled "Gender Differences in the Workplace." Ms. Annis is a leading gender specialist. In recognizing that these challenges are consistently reported, Ms. Annis writes, "It is evident that any attempt to ignore the differences or "make them go away" is doomed to fail, and rightly so. What is called for, and all-too-often lost in the debate, is an approach that allows men and women to maximize their respective strengths in the workplace and to recognize that true competitive advantage lies in an ability to allow those strengths to coexist in a co-operative, supportive, and aware workplace."

In September of 2009, we attended the International Association of Women Police (IAWP) conference in Seattle. The IAWP was originally founded by Alice Stebbins Wells, the first woman to be officially classified as a "police-woman", in 1915. The International Association of Chiefs of Police (IACP) assisted in drafting the original constitution and outlining the Association's objectives. In 1926, the charter was adopted and officially incorporated in Washington, D. C. Before 1969, women were never assigned to patrol duties; most did not have uniforms. Their duties were relatively unchanged from those of Ms. Wells in the early 1900's. Although the organization was originally established for women officers, the IAWP recognized the need for communication and cohesiveness between men and women in all aspects of the criminal justice system and began to actively recruit men in 1976.

The IAWP now consist of law enforcement professionals from over 65 countries and has over 25 affiliates with nearly 5000 members. It provides a network of training and resources for its members. The mission of the IAWP is to "strengthen, unite and raise the profile of women in criminal justice internationally." To that end, the IAWP annual training conferences have become forums for experts from all fields of criminal justice and other professional organizations to share and disseminate information, conduct research, open opportunities to network, and mentor internationally.

The conference in Seattle was just that. The training available included Internet Child Exploitation, Washington State & Human Trafficking, Excited Delirium, Career and Tactical Survival for Women, Effective Combatives Problem-Solving, Gang Awareness for Police, Child Sexual/Physical Abuse, The Active Shooter Problem, Post-Traumatic

Stress Disorder, The Troubled History and Modern Issues and Conflicts of Sudan, and many more classes. Throughout the conference, we were welcomed by several vendors for police gear, universities offering degrees in various fields of criminal justice, and recruiters from a variety of agencies including the U. S. Marshals Service and FBI. After training, we were free to meet with other attendees, explore the sights of Seattle and join in evening get-togethers. As an added bonus, we were blessed with sunny, warm days throughout our stay.

With so many training opportunities being presented, there were the inevitable conflicts of two sessions offered at the same time and having to choose which to attend was difficult! Trooper Brenda Timm attended the session on Excited Delirium. She was very impressed and is anxious to share what she has learned, as this is a subject we encounter in our work and the information can help us tremendously in dealing appropriately and effectively with it. Troopers Tammy Perkins, Cherie Lofton, and I attended the hands-on Effective Combatives training. The course and techniques are designed for officers of a smaller physical stature, usually female, and we found it more effective for us than our past training in this area. We are still compiling information to share with each other on the various classes, but I encourage our co-workers to feel free to ask any of us about our experience there for information on specific classes. There is too much to cover with any detail in a single article such as this.

Our first morning at the conference started with a buffet breakfast on the street where we later walked in the All Nations Parade. While I do not have exact numbers, the last I was told there were about 600 women and men from 40 countries in attendance. Each was at the breakfast and parade in their uniforms, and we all carried flags of the nations and signs of the countries represented in the parade. It was a moving experience to watch and be part of the music of so many languages and cultures mixing together. The parade was well supported by the people of Seattle as they lined the streets to see us all. We ended the parade at the Town Hall and directly went to the opening ceremony. The Washington State Patrol Rifle Team performed a drill after the Honor Guard completed the posting of colors. We were welcomed by Seattle Police Department Chief Diaz, King County Sheriff Sue Rahr, Washington State Patrol Chief John Batiste, Washington State Attorney General Rob McKenna, and IAWP President Jane Townsley.

The Dr. Lois Higgins-Grote Heritage Award was presented to Hellen Alyek, administrator for the women's and children shelter in Lire in Uganda and retired from Kampala Police Department in Uganda. She began as the one and only member of the IAWP in Africa and within two years of her appointment as the Region 18 Representative of Africa, increased the membership to 48 members.

Sergeant Maggy Laura Lebethe, South Africa [more](#) ➤

Montana Trooper



Police Service, was the recipient of the IAWP International Scholarship. She joined the South Africa Police Service in 1998 and in 2007 was selected to join the Phokeng Organised Crime Unit, where she is responsible for investigations of corruption, drug dealing, endangered species violations, armed robberies, human trafficking, theft of diamond and precious metals and terrorism. She was recruited to this position after she was voted as the "best performing detective" in 2005. Her acceptance speech so inspired and moved me that I later sought her out to speak with her. I gave her my Colonels coin; her speech and her presence were such that I will carry that always within me-- and that reminds me of our mission.

Other awards were presented during the conference: Officer of the Year, Detective Constable Tracy O'Hara, Merseyside Police, United Kingdom; Community Service, Special Constable Lily Liang, Lothian & Borders Police, Cambridgeshire Constabulary, United Kingdom; Excellence in Performance, Constable Lisa Daly, Police Service of Northern Ireland, Ireland and Medal of Valor (3) to Forest Service Officer Kris Fairbanks (posthumously), Forest Service Police, Washington State, Deputy Anne Jackson (posthumously), Skagit County Sheriff's Office, Washington State, and Constable Sue Storey, Ontario Provincial Police, Canada, to name a few.

Trooper Lee was able to arrange a tour over the water one evening with the Harbor Patrol through an acquaintance there. It was an interesting twist of the usual stop



to hit the lights and siren-to come along side another boat! We cruised a few hours, stopped at the dock and had a quick dinner to go from Ivars and returned to the station with a great night view of the Seattle skyline.

We joined in the introductory mixer at the Experience Music Project Museum, the Gangsters and Molls evening that included a talent contest (ask Trooper Perkins about that) and the final evening banquet following the theme of the Emerald City of the Wizard of Oz a fine "play on words," as Seattle is known as the Emerald City. Of course, some of us joined in the themes a bit more enthusiastically than our fellow troopers.

Overall, it was fun, tiring, and quite an experience. I was looking forward to the training workshops for quite some time prior to the conference, reviewing the schedule and selecting classes. I had not expected it to be so fulfilling in other aspects, though. I have never felt such a fellowship in my career. I met many professionals I found inspiring, with respect to both my professional career and to my personal life. The many nations represented, each with unique issues, yet with so much in common.

I called on my fellow troopers to ask what each might like to share for this article. Without a doubt, the consensus was that we need to have more involvement in this from our agency, from the top to the bottom. While many in command have been supportive, too often when it was suggested to our co-workers to join the IAWP, we have met with resistance. It truly is not a sorority—it is about working together. In an ideal world, our agency should reflect the demographics of the population we serve. We are not there yet. As Ms. Annis wrote in her article, we are most successful when we maximize our individual strengths and co-exist in a co-operative, supportive, and aware workplace. This is your opportunity to take a step in the right direction, become aware and lead by example. It is one step to overcoming the challenges the Montana Highway Patrol is facing with respect to the recruitment and retention of female officers. We need to demonstrate to potential female applicants that this is a career in which they can grow and succeed. □

Montana Trooper

2009 Junior Police Leadership Academy

By TROOPER DEREK BROWN

During the week of July 5, 2009, Troopers Cherie Lofton, Derek Brown, and Rocky Bailey attended the Junior Police Leadership Academy (JPLA) at the Montana Law Enforcement Academy in Helena, as mentors to thirty two standout Montana high school students.

The JPLA is sponsored by the Montana Association of Chiefs of Police. Initially, students are identified for attendance based on their desire to become leaders and an interest in law enforcement. Ultimately, students are selected based on the results of a rigorous application process and the recommendation of their hometown chief.

The Academy curriculum was comprised of a compact model of the MLEA Basic Academy. Students participated in numerous courses including defensive tactics, leadership, building searches, ethics, PVOC, traffic stops, evidence collection, and physical training. The days were long, from 0515 hours to 2200 hours, yet immensely gratifying for all.

Troopers Lofton, Brown, and Bailey joined officers and deputies from the Helena Police Department, Great Falls Police Department, Lewis and Clark County Sheriff's Office, Motor Carrier Services, Gallatin County Sheriff's Office, Malmstrom Air Force Base, and MLEA in instructing, counseling, and mentoring the students.

Highlights included a multi-agency career fair, a tour of the state prison in Deer Lodge, and a hike up Mount Helena, where the students were rewarded for their effort by a rousing oratory of "The Places You Will Go" by Dr. Seuss, as delivered by the mentors. □

Highlights included a multi-agency career fair, a tour of the state prison in Deer Lodge, and a hike up Mount Helena . . .



Montana Trooper

National Troopers Coalition Conference

The National Troopers Coalition held its 95th conference in the fall of 2009 in Concord, North Carolina, on September 28th through the 30th, hosted by the North Carolina Troopers Association (NCTA).

Association of Montana Troopers President Art Collins and District IV Representative and Montana Trooper magazine editor Scott Ayers attended, with approximately 32 of the total 38 member organizations representing approximately 30 states (two states have two associations) in attendance, with five non-member state guests also in attendance, bring the total number of states represented to 35.

Meeting such as these and regular meetings with the Western States have proven invaluable to the Association of Montana Troopers, in that the various states in attendance share information and ideas which are often used with success in other states. For example, Montana's pay parity bill was originally gleaned from a similar bill in California and was brought to light in one of these same gatherings.

Registration and the executive board meeting was held on the afternoon and evening of the first day, followed by the regular business meeting on the second day, with opening ceremonies being led by the North Carolina Honor Guard. After the invocation by Pastor Steve Swagger, welcoming remarks were given by President Ron Crawford of the North Carolina Troopers Association, the Honorable Mayor Scott Padgett, Concord Police Chief Merl Hamilton,



North Carolina Lieutenant Governor Walter Dalton, North Carolina Secretary of Crime Control and Public Safety Ruben Young, and North Carolina Highway Patrol Colonel Randy Glover.

The North Carolina Highway Patrol had several vehicles on display, which included past and present patrol cars, a motorcycle unit, a helicopter, and the NCTA's caisson unit. In addition, the South Carolina Highway Patrol also contributed a patrol unit to the displays.

After attending the business meeting the first day, attendees and their spouses were treated to a tour of the local Lowes Motor Speedway, which included laps in a pace car, followed by a dinner in the restaurant overlooking the track. Richard Petty, the most decorated driver in NASCAR history, also known simply as "The King," graciously joined the crowd for dinner, speaking afterward, personally greeting each of the attendees, and signing custom made hats by the NCTA.

The second day, attendees met again with guest speakers in the morning and workshops in the afternoon which covered a variety of topics including resumes, disability plans, media relations, member assistance, and financial planning.

The NTC will hold its 96th conference in the spring of 2010 starting on April 23rd and extending through the 25th, at the Grouse Mountain Lodge in Whitefish, hosted by the Association of Montana Troopers. □

Photos by Scott Ayers



Montana Trooper



IN UNIFORM



Trooper Rocky Bailey (MHP 261) did a great job in 2009 with safety talks, DUI awareness, seatbelt usage talks, as well as career fair and class presentations. One such example as pictured here is a talk he gave to the cub scouts of Pack 4976.



On October 14, 2009, Captain Mike Reddick presented Trooper Kirk Barfuss with his 20 year service starts.



Sergeant Craig Baum is presented with his fifteen year service stars by Captain Keith Edgell.

We are honored to announce the birth of Liam Isaac Amos, born on October 19, 2009, at 1541 hours. Liam was born to Trooper Benjamin Amos and his wife Kim, soon to be in Wolf Point. Liam weighed 7 pounds and 6.4 ounces and was 21 inches tall. Congratulations Amos family!

We are honored to announce the birth of Braylon Lee Rice. Braylon was born on October 23, 2009, to Trooper Jeramy Rice and his wife Andrea of East Helena. Braylon weighed in at 7 pounds and 6 ounces and was 20¼ inches long. Congratulations Rice family!

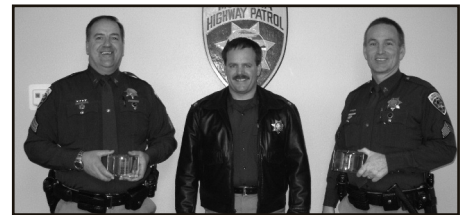
Congratulations to the Underwood family! Trooper John Underwood, MHP 316, of Kalispell and his wife Shea are the proud parents of a new baby girl, Amber Fiona Underwood, who was born at 0730 hours on August 28, 2009, weighing 8 pounds, 4 ounces, and standing 20½ inches tall.



On June 27, 2009, the AMT's recently restored 1977 Plymouth and 1935 Ford patrol cars were displayed at the "Bitter Rodders" car show in Hamilton. The 1977 Plymouth took first place, and retired Patrolman Bob Clarke is shown with the 2nd place 1935 Ford.



Trooper Scott Fox is presented with his twenty year service stars by Captain Kenton Hickethier.



On December 21, 2009, Lieutenant Colonel Butch Huseby presented Sergeants Cal Schock and Scott Tenney with the Governor's Award for Excellence, for their assistance with the roll out of the new Montana Highway Patrol computer system.



On October 27, 2009, Captain Keith Edgell presented Trooper Jason Grover with his five year service star.

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Montana Trooper

Trooper David A. Graham Memorial Highway MHP Badge #224

Sections of highways dedicated to fallen patrol troopers Printed Thursday, October 15, 2009 Reprinted with permission.

KALISPELL—State officials on Wednesday dedicated portions of highways in the Kalispell area to three Montana Highway Patrol troopers killed in crashes in the line of duty.

Gov. Brian Schweitzer, Department of Transportation Director Jim Lynch and Highway Patrol Col. Mike Tooley gathered for the dedications.

Trooper David Graham died in October 2007, Trooper Evan Schneider died in August 2008 and Trooper Mike Haynes died from injuries sustained in a crash in March.

Graham, 36, was killed while performing routine traffic control after his squad car was struck head-on by a driver whose pickup truck crossed the center turn lane on U.S. 2 near the intersection with Rose Crossing.

U.S. 2 between Reserve Drive to just north of Glacier Park International Airport has been dedicated to Graham, who is survived by his wife and three young children.

Schneider, a 29-year-old former Marine, was following another vehicle when it sideswiped an oncoming pickup truck—causing the pickup's driver to lose control and crash head-on into the patrol car. The two people in the pickup truck—a couple from Hungry Horse—also died in the wreck. The driver of the third car was never found.

Signs were unveiled Wednesday identifying the section of U.S. 2 between Montana 206 and Hungry Horse as the Trooper Evan F. Schneider Memorial Highway.

Haynes, a 28-year-old father of two, was killed in a March crash with a drunken driver—a 29-year-old Kalispell man who also died. Haynes was traveling on U.S. 93 north of Somers when a wrong-way driver struck his cruiser head-on.

Lynch dedicated the section of U.S. 93 between Somers and Cemetery Road to Haynes.

Congratulations to Trooper Bruce Broden, MHP 171, on his retirement. Trooper Broden, stationed in Libby, served since June 30, 1989, and submitted his retirement, which was effective July 31, 2009.

Sgt. Barbara A. Watson retired on July 17, 2009. She had most recently been stationed in Butte, and her sworn dates of service were June 30, 1989, to July 17, 2009. Congratulations to Sergeant Watson on her retirement!

A promotional ceremony was held on October 22, 2009, at 1500 hours to swear in Lieutenant Bruce Coccoli, Sergeant Patrick McCarthy, and Sergeant Kelly Mantooth. The ceremony was held in the Old Supreme Court Chambers (Room 303) in the capitol building. Congratulations, gentlemen!

As of November 30, 2009, Lieutenant Bruce Coccoli retired as the assistant operations commander in headquarters after being offered a rewarding full-time position with the Montana National Guard. Due to the fact Lt. Coccoli was just recently promoted into the position, Colonel Tooley chose to select the new assistant operations commander from the recent testing pool. We are pleased to announce that Sergeant Gregory K. Watson was offered and accepted the position. As of December 1, 2009, he assumed the position of the assistant operations commander and now holds the rank of lieutenant. During his career, Lieutenant Watson served as trooper in Wolf Point and Whitefish and as a sergeant in Libby, Butte, and headquarters. Congratulations Lieutenant Watson!



Mia Williams, a four year old from Billings had a novelty for slamming doors like any other four year old. Slamming doors was not allowed in her family's home, but Mia was granted her own house. The two-story play house includes a shingled roof, red wood deck, 2nd story balcony, and a porch swing. A rock climbing wall accessible from the outside leads to the balcony where she can take a wavy blue slide to the bottom and start the journey again. That is just one of many journeys that Mia has made through the past year. Mia was diagnosed with acute lymphoblastic leukemia and has undergone treatment at the Denver Children's Hospital. Mia was granted the playhouse through the Montana Hope Project. The Montana Hope Project is a nonprofit organization that was founded in 1984 by the Association of Montana Troopers. It is funded by tax-deductible contributions and donations. Thanks to generous donations from Cop Construction and Knife River, as well as the assistance of Trooper Mark Tome, the playhouse received a concrete pad for long life and stability. For now, the only worry for Mia is how many times she can navigate the rock wall or staircase that leads to the balcony before sliding down to the bottom.

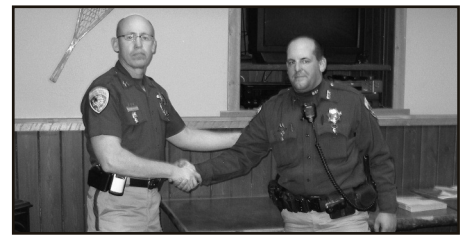


The National Victory Motorcycle Club, which is comprised of members from across the United States and Canada, recently held its national convention in Billings. Members donated an astounding \$4000 to the Montana Hope Project and presented the check at the Billings office of the Montana Highway Patrol on September 2, 2009.

Pictured from left to right are: Todd and Tammy Loomis, owners of Yellowstone Polaris, the local Victory Motorcycle franchise; Jim Kelso, the Yellowstone Valley Victory Motorcycle Club president; Sergeant Scott Ayers, Montana Hope Project board member; and Snorky Hartman, Yellowstone Valley Victory Motorcycle Club member.



Dressed as Lieutenant Dangle from Reno 911 and his prisoner, Trooper Justin Kirchheck (MHP 283) stopped by the Billings Patrol office with his son Tegan on Halloween night, 2009.

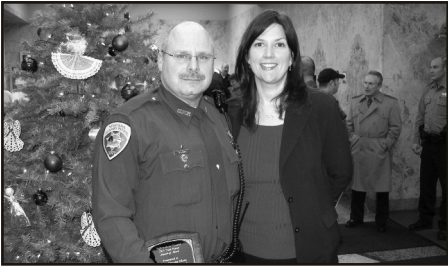


On October 14, 2009, Captain Mike Reddick presented Trooper Ace Meskimen with his 10 year service stars.



On October 27, 2009, Captain Keith Edgell presented Trooper Eric Winburn with his ten year service stars.

Montana Trooper



On December 17, 2009, Trooper Darvin Mees was awarded with the Yellowstone County DUI Task Force's Award of Merit, for his outstanding contributions to DUI detection and enforcement. Pictured are Trooper Darvin Mees and his wife Julie, a Yellowstone County Deputy County Attorney.



Captain Brad Sangray presents Trooper Dan Ohl with his five year service star.



Sergeant JV Moody presented this photo of his 13 old daughter Jordan, pictured with her first elk, taken in the 2009 hunting season.



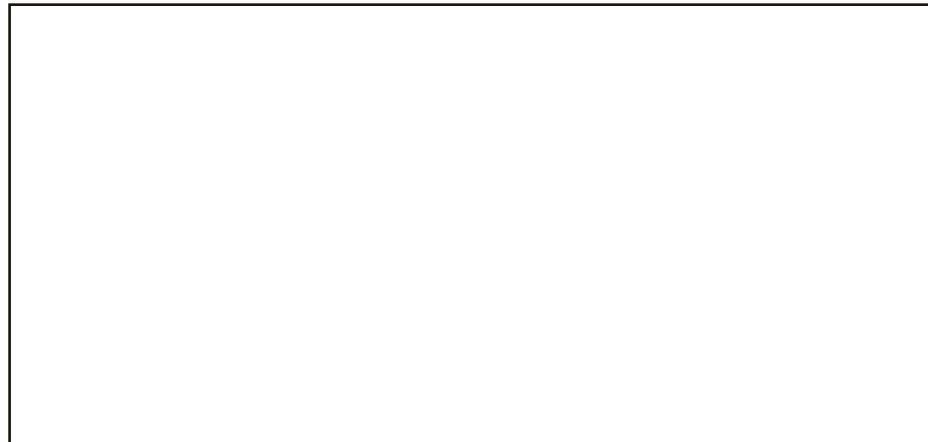
Trooper Adam Olivas is presented with his ten year service stars by Captain Keith Edgell.



Sergeant Scott Tenney is presented with his twenty year service stars by Captain Keith Edgell.



Trooper Smalley received his five year service star from Capt. Hamilton in August of 2009.



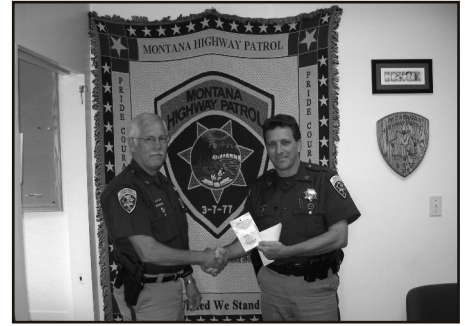
Montana Trooper



Trooper Garrett Van Hoose being presented with his five year star by Captain Tom Hamilton and Sergeant Shane Grimes.



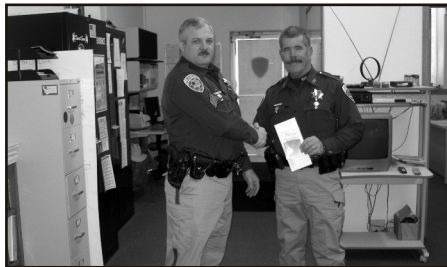
On December 21, 2009, the Missoula VFW Post awarded Trooper Garrett Van Hoose (MHP 203) the VFW Law Enforcement Officer of the Year Award, which included a plaque and \$100 gift card.



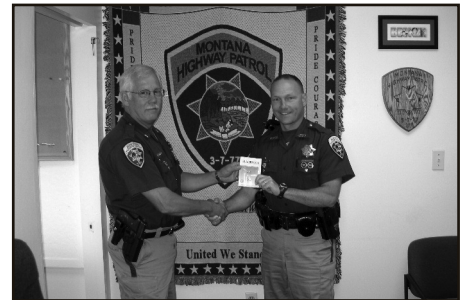
Sergeant Mike Swingley is presented with his twenty year service stars by Captain Gary Becker.



Sgt. Roman Zylawy, Detachment 114 Commander (Superior), received his twenty years of service stars from Captain Tom Hamilton. Sergeants Shane Grimes (Detachment 112) and Scott Hoffman (Detachment 111) were also present to congratulate Sergeant Zylawy on his twenty years of faithful service.



On December 9th, 2009, Trooper Jeremiah Snider (MHP 279) received his five year service star from Sergeant Ken Breidenbach during a Detachment 113 meeting.



Trooper Dan McDaid is presented with his ten year service stars by Captain Gary Becker.

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On the Road



In December of 2009, the pictured vehicle lost control at an intersection and went through a wooden fence. With the assistance of a passing motorist, the driver extracted his vehicle from the fence and rock pile it struck, and then left the scene without notifying the property owner, law enforcement or 911. The vehicle had significant front end damage, and what the runaway driver did not see, was that his front license plate was left at the scene, still attached to the bumper. Just another example why having a front plate requirement positively assists law enforcement and property owners from drivers like this. This hit and run crash was investigated by Trooper Rocky Bailey, MHP 261.

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On the evening of September 19, 2009, a 2007 Ford truck was northbound on Leslie Road in Carbon County when the driver lost control on a dirt

and gravel washboard surface. The vehicle overcorrected, turning the vehicle broadside, after which it rolled multiple times, fully ejecting the unrestrained driver and causing fatal injuries. Speed and alcohol were believed to be factors in this fatal crash, which was investigated by Trooper Bill Bullock, MHP 187, with assistance from Sergeant JV Moody, MHP 155.

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On October 14, 2009, at approximately 0653 hours, a 1993 Ford Ranger was southbound on US Highway 310 near mile marker 46 in Carbon County when the unrestrained female driver abruptly veered into the northbound lane. At the same time, a 2001 Chevrolet Lumina was traveling northbound, and the two vehicles hit head on. The female driver of the Ford was partially ejected and sustained fatal injuries, and the male driver and female passenger of the Chevrolet were trapped inside their vehicle. Despite being restrained, the force of the impact was such that both occupants of the Chevrolet also sustained fatal injuries. This fatal crash was investigated by Trooper Bill Bullock (MHP 187), with assistance from Troopers Griffenberg (MHP 251), Hagenbuch (MHP 163), Hensley (MHP 227), Warehime (MHP 347) and Timm (MHP 205), as well as Sergeants Moody (MHP 155) and Tenney (MHP 122).

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On August 12th, 2009, a 1990 Toyota 4 runner driven by Ms. Brianna Dassler was eastbound on Montana Highway 308, east of Red Lodge. East of Bear Creek, the 4 runner drifted off the right hand shoulder of the road because Ms. Dassler was distracted by an electronic device. Realizing the vehicle drifted off the road, she over-corrected her steering, causing the vehicle to travel back into its lane of travel. She then over-corrected her steering again, and this caused the vehicle to overturn. The 4 runner overturned two complete times before coming to rest on its wheels in the borrow ditch on the south side of the highway, facing south.

Thankfully, Ms. Dassler was wearing her seatbelt. The 4 runner had a sun roof. Had Ms. Dassler not been wearing her seat belt, she would have most likely been ejected and could have sustained fatal injuries.

On December 22, 2009, Ms. Dassler received recognition at halftime of the Red Lodge High School boys' basketball game. She received the "Saved by the Belt" award from AAA Montana, Trooper Bill Bullock, Beartooth Hospital, as well as Montana Safe Kids, Safe Communities. With her "Saved by the Belt" certificate, Ms. Dassler also received a one year membership to AAA.

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Thanks, Brianna—and keep on wearing your seat belt.

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On July 8, 2009, at approximately 1637 hours, this 1991 Chevrolet Blazer was westbound on Highway 308 in Carbon County when the vehicle drifted off the side of the roadway. The 18 year old driver overcorrected, turning the vehicle broadside, causing it to roll. The driver was not wearing his safety belt and was consequently fully ejected, causing fatal injuries. Clearly from looking at the vehicle, the driver had room to live, had he been properly restrained. This fatal crash was investigated by Trooper Eric Gilbert (MHP 325).

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On July 8, 2009, a motorcycle was westbound on the South Frontage Road near South 56th Street West in Yellowstone County, followed by a commercial vehicle. The driver of the motorcycle slowed and moved to the right, and, as the commercial vehicle approached and began to pass by, the driver of the motorcycle attempted a u-turn. The driver of the commercial vehicle was unable to avoid striking the motorcycle, causing fatal injuries to the motorcycle passenger. This fatal

crash was investigated by Trooper Jason Grover (MHP 232), with assistance from Sergeants Scott Ayers (MHP 131) and Craig Baum (MHP 132), as well as Troopers Justin Moran (MHP 305), Toby Baukema (MHP 318), Rick Starks (MHP 309), and Brian Sampson (MHP 290).

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On July 12, 2009, at approximately 0443 hours, a 19 year old female was driving westbound on the North Frontage Road in Yellowstone County when she failed to negotiate a curve in the road. The driver lost control, and the vehicle rolled. While she was seat belted, the force of the crash caused fatal injuries. Alcohol was a significant contributing factor in this fatal crash, which was investigated by Trooper Justin Kircheck (MHP 283), with assistance from Sergeant Craig Baum (MHP 132) and Troopers Brian Sampson (MHP 290) and Barry Mitchell (MHP 226).

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On September 28, 2009, Trooper Adam Kloster investigated a two vehicle collision that occurred north of Bozeman on Springhill Road between a Chevrolet Suburban and a candy truck. The Suburban was on the western shoulder of the roadway picking up mail, and the driver then pulled into traffic directly in front of the northbound candy truck. The front of the candy truck collided with the passenger side

of the Suburban, causing the Suburban to overturn. After the Suburban overturned, the candy truck came to rest on top of the overturned Suburban. Amazingly, no one was seriously injured in this collision, and the candy was saved.

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This was the end result of a stolen vehicle pursuit conducted by the Missoula County Sheriff's Office in September of 2009. The driver of a stolen pickup exited I-90 and was traveling south on Orange Street at a very high rate of speed. The stolen pickup went through a fence, struck a parked Chevrolet Tahoe, and pushed the Tahoe into a nearby house with enough force to move the house about seven inches off its foundation. The driver was an unlicensed juvenile who had recently walked away from a group home in Ronan. Two people inside the house escaped without injury, but the house was condemned. Roper Andrew Novak was assisted in this crash investigation by Sergeant Hoffman, Trooper Strauch, and Trooper Smalley.

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Pictured is the result of a car vs. deer crash that occurred in August on I-90 at MM 109 EB, investigated by Trooper Andrew Novak.

Montana Trooper

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President Obama visited West Yellowstone, Montana, on August 15, 2009, and these troopers pictured in front of Marine One participated in his motorcade.

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Trooper Adam Kloster met Henry Winkler on August 15, 2009, who just happened to arrive at the West Yellowstone airport on another plane as Air Force One was preparing for departure of President Obama.

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On October 28, 2009, a trooper stopped a vehicle on Montana Highway 200 in Lewis and Clark County, traveling from Washington to Minnesota. The driver gave indicators of possible drug trafficking activity, and the trooper asked for consent to search, which was granted. The trooper saw large duffel bags with zip ties and tags in the vehicle and located 191 pounds of marijuana and \$925 in US currency.

On November 4, 2009, a trooper stopped a vehicle on Interstate 94 in Rosebud County that was traveling from Minnesota to California and was being driven by a California male. The driver gave indicators of possible drug

activity including nervous behavior and consented to a search of his vehicle, after which the trooper located a small amount of marijuana. Further inspection revealed approximately \$125,900 in US currency concealed in the trunk.

On November 12, 2009, a trooper stopped a vehicle on Interstate 84 in Dawson County. The vehicle was a rental car with Florida plates, while the driver was from Texas. The driver indicated he was traveling from Washington to Minnesota. The vehicle occupants gave conflicting stories and could not explain their travels, along with numerous indicators of possible drug trafficking indicators. Consent to search was granted, and 148 pounds of marijuana and 48 grams of MDMA were located in a large canvas bag in the rear of the vehicle.

On November 23, 2009, a trooper stopped a vehicle on Interstate 90 in

more ➤

Montana Trooper

Broadwater County. The driver was from Washington and was reportedly headed to Minnesota. Several indicators of drug trafficking were present, and the trooper asked if there was anything illegal in the vehicle. The subject replied that there were nine boxes of marijuana and that he had been paid \$5,000 to drive the boxes to Minnesota. All total 329 pounds of marijuana were located, along with a 9mm handgun and \$3441 in US currency.

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The driver of this vehicle was involved in a short pursuit with BIA police near Browning before crashing. A 17 year old male was driving, with two 15 year old females and a 17 year old male as passengers. Alcohol was a factor in this crash, and ironically the sign in the background reads, "Drinking and Driving Leaves Empty Lodges." This crash was investigated by Trooper Terrance Melton, MHP 287.

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The attached photo is of a 14 foot by 80 foot mobile home that was being towed by a 1977 Chevrolet truck. The owner of the trailer had purchased a \$10 over size load permit. The act of moving the trailer required a vehicle with a GVWR of 9,000 pounds or greater, and the truck had a GVWR of 10,000 pounds. While the driver was cited for equipment issues, by virtue of the permit, the act of towing the oversized trailer with what appeared to be an undersized towing unit was in and of itself legal. The driver attempted to make a right turn onto a dirt road, but did not turn wide enough, resulting in the crash. □

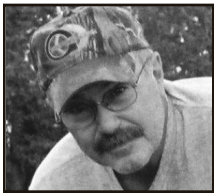
Montana Trooper

Final Patrol

Deceased Members of the Montana State Highway Patrol

Bernard 'Stub' Ames

ABSAROKEE—Bernard "Stub" Alvin Ames, 56, of Absarokee, passed away



Wednesday, Oct. 7, 2009, from complications associated with an illness.

Stub was born June 28, 1953, in El Paso, Texas, the first of four children born to George and Dolores (Orzel) Ames. He was raised and attended school in New Milford, Pa. He later attended and received a degree in Aeronautical Studies from Embry Riddle Aeronautical University in Daytona Beach, Fla.

On July 20, 1974, he married Pamela Viets in Big Timber. Together, they had two children. They divorced later in life.

Stub had a variety of jobs, including a bareback bronc rider and a Stillwater County Deputy before pursuing a career with the Montana Highway Patrol. He served nearly 19 years in the Patrol before an injury forced him to retire. He continued to be a seasonal firefighter and construction worker.

Stub loved to fly, but his passions were fighting fire, fishing and hunting. He also thoroughly enjoyed crabbing on the Oregon coast, hiking, gardening and rafting. Some of his favorite memories were of hunting camp, fishing with friends, and his fire-fighting adventures. He had a great sense of humor, loved animals, could tell a story with the best of them, and dearly enjoyed his friends. He was a very generous person and would do anything for anyone.

He is survived by his daughter, Holly (Adam) Protain, of Mulino,

Ore.; his son, Jeremy Ames of Columbus; his father, George (Clara) Ames of Colstrip; his siblings, Danny (Betty) Ames of Park City, Michael Ames of Colstrip and Patti (Don) Stewart of Big Timber; and numerous nieces, nephews, friends, and his pets.

He was preceded in death by his mother, Dolores; and his nephews Georgie and Dru Stewart.

Cremation has taken place and a memorial service was held at 1400 hours on Monday, October 12, 2009, at the Columbus High School gym. A reception followed at the Stillwater Pavilion (Fairgrounds), with interment at a later date with family.

In lieu of flowers, memorial contributions can be made on Stub's behalf to the Beartooth Nature Center in Red Lodge or the Veterans of Foreign Wars (VFW). □

Christopher Lee Hoyt

Christopher Lee Hoyt, 41, of Polson, passed away unexpectedly on Sunday, August 23, 2009, in Polson. Chris was born on



Oct. 30, 1967, in Polson, son of Ross and Darline Hoyt of Big Arm. He graduated from Polson High School and lived and worked construction in the Big Arm—Polson areas. He also spent five years as a welder in Casper, Wyo.

Chris went to work as a Montana Highway Patrolman after completing his training in 2002. He went to work on Jan. 2, 2003, where he was stationed in St. Ignatius for a year. Chris

transferred to Polson where he had currently been stationed. He thoroughly enjoyed his job and tried very hard to educate and help the people he came in contact with.

He is survived by his life partner, Tammy McGill of Polson; his three sons, Traven, Kellen and Morgen, and their mother, Eileen Glanville, all of Polson; his parents, Ross and Darline Hoyt; his brother, Tom Hoyt of Pablo; paternal grandmother, Blanche Hoyt of Kalispell and maternal grandmother, Josephine Joyce of Tooele, Utah; his aunts, Patricia (Paul) Dittion of Tooele, Utah and Debbie Medalen of Portland, Ore.; an uncle, David Joyce of Missouri; a great-aunt, Bonnie Kirsch of Ronan, and numerous cousins, friends, and acquaintances.

Chris' family would like to extend their heartfelt gratitude for everyone's assistance during this most unfortunate time.

Memorial services were held at 1100 hours on Thursday, August 27, 2009, at the Linderman Gymnasium in Polson with Rev. John Payne officiating. Interment followed at Lakeview Cemetery, Polson. In lieu of flowers, the family encourages donations to either the Mission Valley Animal Shelter or to the Educational Fund that has been established at 1st Citizens Bank, Polson, for his three sons.

Messages of condolence may be expressed to the family online at www.groganfuneralhome.com. The Grogan Funeral Home of Polson assisted the family. □

Montana Trooper

James 'Loren' Jones

BELGRADE — James "Loren" Jones, 72, passed away on Friday, Dec. 18, 2009, doing what he loved to do most, watching his elk on Rocky Mountain Road.



Loren was born June 28, 1937 to James and Opal (Bohna) Jones in a house that his dad built near the Gallatin River west of Bozeman.

He grew up on farms around the Gallatin valley and in Bozeman, and graduated from Gallatin County High School in 1955. Soon after, he went to

work for the Gallatin County Sheriff's Department, the Missoula County Sherriff's Department, and the Montana Highway Patrol. He then worked for several years as a safety supervisor for a major trucking company. Over the years, he was a wood-working craftsman, which led to his current employment at Gibson Guitar, a job he truly loved.

Loren enjoyed shooting, fishing, and camping. But the thing he truly loved the most was taking daily drives and watching "his" elk.

He was preceded in death by his parents; son Dan Jones; brother Percy Jones; and sister-in-law Ella Mae Jones.

Loren is survived by his wife Mari-

lyn, and son Jim Jones, both of Belgrade; daughter Deanna (Ron) Marshall of Bozeman; daughter-in-law Tonya Jones of West Virginia; grandchildren Brandon Marshall, Amanda Jones and Chris Jones; and great-grandson, Aiden Jones. Also surviving are brothers Al Jones and Stan Jones; and sisters, Colleen Ewald and Lee Shapel.

Memorial services were held at 4 p.m. Monday, Dec. 28, at Christ's Church, 1925 Nelson Road, Bozeman.

Memorials in Loren's name may be made to the National Rifle Association, 11250 Waples Mill Road, Fairfax, VA 22030.

Arrangements were in the care of Dokken-Nelson Funeral Service. □

Virginia (Ginger) Marie Kinsey



ROUNDUP - Virginia (Ginger) Marie Kinsey, age 55, went to be with her angels early Saturday morning, Sept. 26, 2009, after an extremely

courageous and hard fought lengthy battle with cancer. Ginger was born on Dec. 30, 1953, in Billings, the daughter to Marie Rediske Rath and George Rath. She was one of eight children and except for college lived her entire life in the Roundup area. Ginger was a perfectionist and excelled at everything she put her mind to. Even though she was the youngest in her graduating class, she was the valedictorian of her class in 1971. After high school, she attended Carroll College and MSU.

On Oct. 27, 1973, Ginger married the love of her life David Kinsey and within six years they had their precious family of four children. Ginger's children were her whole world. She cherished and treasured each and every day spent with her children.

Virginia found her true passion and graduated from the Montana Highway Patrol academy in 1988.

She continued this career which she loved for the next 20 years until health issues forced her to retire in the spring of 2008. Her pride and dedication to the Montana Highway Patrol was second only to her family. She always felt she helped to make a difference for people and wanted to help accurately and honorably in law enforcement. Ginger could not have been blessed with a more caring 2nd family than the Montana Highway Patrol. We will forever be grateful for all the love and support they showed and will continue to provide both Virginia and her family.

Besides her family and career, Ginger loved the mountains and hiking into God's many awesome sights. Ginger spent every free day she could enjoying the great outdoors whether it was hiking to the many lakes in the Crazy or Beartooth Mountains, or working outside in her beautiful and immaculate yard, or just simply taking a walk she was thrilled to be outdoors and smelling the fresh air. Ginger always said the most valuable things in her life were her family and friends, the joy of living and enjoying the great outdoors. So, the next time you look at a beautiful sunset or smell the wonderful scent of a creek take the time to

enjoy it and remember Ginger and her passion for life.

Virginia is survived by her loving children: Brian (Stephanie Currens) Kinsey, Beth (Wade Knodel) Kinsey, Brad (Tara) Kinsey, Jay (Jesse) Kinsey and the light of her eyes her grandchildren, Morgan Eliasson and Kylie Kinsey. She is also survived by her father, George Rath and her eight siblings and their families: Sally (Rick) Race, Dick (Nancy) Rath, Jim Rath, Jane (Bob) Wertheimer, Greg (Rebecca) Rath, Jeff (Bea) Rath, and Barb (Wes) Oja; a very special aunt, Dorothy Curry and many nieces, nephews, and cousins, her dear friends, Debbie, Ruth and Sheri. The family and especially Virginia would also like to thank Dr. Marchello and his staff and Riverstone Health for the wonderful care she received.

Virginia was preceded in death by both set of grandparents; her mother, Marie and husband, Dave.

Mom—We love you and you will always be in our hearts and guide us from above.

Memorials can be made to the Montana Hope Project at PO Box 5927, Helena, MT 59604 or the St. Vincent's Healthcare—Help Flight at 1106 North 30th Street, Billings, MT. □



Montana Trooper

Vernon C. Wise

Vernon C. Wise, 44, of Great Falls, an Air Force veteran and trooper for the Montana Highway Patrol, died of cancer at Peace Hospice on November 14, 2009.



Survivors include his wife, Erica Wise of Great Falls; children, Elizabeth, Jacob and Maddison Wise of Great Falls; stepsons Jory and Baley Nunberg of Great Falls; sisters, Robyn Wise of Liscomb, Iowa, Alison Jacobson of Rochester, Minn., and Linda Wegner of Billings; brothers, Larry Wise of Casper, Wyo., Bobby L. Wise of Mount Pleasant,

Iowa, and Phillip Craig Wise of Ottumwa, Iowa.

He was preceded in death by his parents.

Vernon was born in Marshalltown, Iowa, on April 20, 1965, the son of Robyn and Betty Wise. He was raised and educated in Iowa. He joined the United States Air Force in 1983 and was stationed at Whiteman Air Force Base in Missouri. He completed his service at Malmstrom Air Force Base in Great Falls.

Vernon earned an associate's degree in criminal justice in 2003. He then joined the Montana Highway Patrol in 2004, serving in the Bozeman and Great Falls areas.

He married Paula Montgomery in 1983 in State Center, Iowa. They later divorced. He married Erica Simonsen

in Gallatin Gateway in 2005.

Vernon enjoyed hunting, fishing, camping, horseback riding and golf. Some of his greatest memories included his life as a cowboy and his time as a tournament bass fisherman. He was a devoted husband, father and brother, and always focused his energy in living and love of family and friends. He loved music, including drum and bugle corps and his children's musical programs, along with attending their sports events.

Memorials are suggested to the American Cancer Society or the Montana Hope Project.

Condolences may be posted online at www.oconnorfuneralhome.com and/or www.gftribune.com/obituaries.

