I first began researching and writing the history of the Utah Highway Patrol in the spring of 1992. I had met Holly Fryer, son of Captain L. L. Fryer. He told me that his father was one of the first members of the Utah Highway Patrol, hired in 1928. That brief conversation sparked a desire within me to learn more about the first patrolmen of the UHP. You will read more about Captain Fryer and the professionalism he instilled within the ranks of the UHP. I soon met many other family members of early patrolmen. As I researched and wrote my findings, I gained a deep understanding of the many dedicated officers who have pioneered the creation of one of the finest law enforcement agencies in the nation.

It is only proper that I recognize a few individuals who have helped me research and write this history. The first patrolman killed in the line of duty was Ed VanWagenen - 1931. His son, Jess, has helped me understand the hardships endured by the family members of officers who have made the ultimate sacrifice.

I met a gentleman and a friend in Whit Groo, son of the first Colonel of the UHP - 1925. Through Whit, I was able to know the love that his father felt for this organization. I am certain that it was with deep sorrow that his father left the department due to politics in 1941. Whit can be certain that the legacy of his father will live forever in this history.

Mel Grant joined the UHP in 1934. His wife, Leona, has helped me to know her husband and the compassion he carried in his heart. That same compassion lives on in the hearts of troopers as they respond to serious accidents, provide first aid, and notify next of kin.

Blondie Porter also joined the Patrol in 1934. His wife, Luree, has helped in many ways. Luree has helped identify old photographs, loaned items for the Law Enforcement Museum at the Utah State Capitol, and provided valuable insight into the history of the UHP in southern Utah.

At the age of 77, DeLance Squire, son of Loren Squire, continues to work a full time job. DeLance obviously learned service and work from his father. Joining the Patrol in 1933, Patrolman Loren Squire served 25 years with the UHP. Loren was then elected to the Utah State House of Representatives. He was twice re-elected and then elected as a State Senator. He later served two terms as Mayor of LaVerkin, as a Board Member, and Town Clerk, and as Justice of the Peace for ten years. Patrolman Squire’s service is indicative of the service of many troopers of the UHP.

Peter L. Dow joined the Patrol in 1931. He was promoted to Colonel in 1941. He helped me understand the many political winds of the UHP during the 1930s and 1940s. Although age had taken his sight, his memory was excellent. Colonel Dow died in 1995, but his influence will live forever.

Prior to joining the UHP in 1936, O. P. “Bob” Howard played professional baseball for the San Francisco Seals. In 1925, Bob was awarded the Anderberg Medal as the best all around athlete at Brigham Young University. His competitive nature helped the UHP win the coveted Chief’s Trophy in 1942. His physical fitness goals and competitive spirit continue to encourage every new trooper to reach their fullest potential. I am so grateful to have known Bob and his wife D’Rilla. Following Bob’s death in 1994, D’Rilla loaned the Chief’s Trophy to the Law Enforcement Museum.

Many other retired members that deserve special recognition are Mark Birch, Neil Bishop, Bud Bowman, Steve Brown, Otho Bulkley, Russ Cederlund, Bill Duncan, Dick Evans, Ray Evans, Floyd Farley, Gordon Farnsworth, Mike Gale, Ron Gale, Roger Gilmore, Cliff Green, Dick Hall, Sam Hatch, Keith Hooper, Ray Jackson, Vasco Laub, ElRoy Mason, John Moon, Ed Pitcher, Roland Reese, Duane Richens, Wayne Rider, John Rogers, Scott Skidmore, Nick Thomas, and Chuck Warren. I apologize if there are others that I have failed to mention.

As you can see, this history was a project, which took several years with the help of many dedicated people. As you read this history, I hope you can feel the pride, dedication, camaraderie, and commitment to service shared by all members of the Utah Highway Patrol.
When Brigham Young and members of the Church of Jesus Christ of Latter-day Saints, commonly referred to as “Mormons,” came to the area now known as Salt Lake City in July 1847, the land was Mexican territory. The United States was engaged in the Mexican War (1846-1847). The United States won that war and the 1848 Treaty of Guadalupe Hidalgo changed sovereignty to the United States. The Mormons applied for admission to the Union in 1849 as the state of “Deseret,” a Book of Mormon word meaning “honeybee” and signifying hard work and industry. The United States Congress rejected this proposal and created the Territory of Utah on September 9, 1850. “Utah” was derived from the Ute Indians meaning “people of the mountains.”

The “Territorial Seal” depicts a beehive and the date “Sept. 9th.” The beehive in this seal is in the form of an old-style beehive known as a skep. These dome-shaped skeps were made using twisted coils of straw. Mormon pioneers brought five of them to Utah in 1848. The Mormons had adopted the beehive as a symbol of industry, unity, organization, and productivity. On the bottom of the Utah Territorial Seal are the Roman letters, MDCCCL, representing 1850.

An interpretation of the skep beehive appeared in Salt Lake City’s Deseret News, October 11, 1881, stating: “The hive and honey bees form our communal coat of arms. ... It is a significant representation of the industry, harmony, order and frugality of the people, and of the sweet results of their toil, union and intelligent cooperation.”

Utah received statehood January 4, 1896, as the 45th state and the Great Seal of the State of Utah was adopted on April 3, 1896 at the first regular session of the Legislature and is described in Utah law as: “The Great Seal of the State of Utah shall be two and one-half inches in diameter, and of the following device; the center a shield and perched thereon an American Eagle with outstretching wings; the top of the shield pierced by six arrows crosswise; under the arrows the motto “INDUSTRY”; beneath the motto a beehive, on either side growing sego lilies; below the figures “1847”; on each side of the shield an American Flag.; encircling all, near the outer edge of the seal, beginning at the lower left-hand portion, the words, “THE GREAT SEAL OF THE STATE OF UTAH”, with the figures “1896” at the base.”

The first badge of the Utah Highway Patrol was designed in 1927 and was a shield with the words, “State Road Commission” on the top and “Police” on the bottom. In the center of the shield was a five-point star. The words “of Utah” followed by a number in the center of the star depicted the division the officer was assigned to rather than the badge number of the officer.

By 1930, a hat badge was adopted which included a facsimile of the Utah State Seal framed with crossed batons. At the bottom was a banner engraved with “Utah Highway Patrol.”

In 1932, the dress blouse, duty shirt and hat were changed to royal blue. Pants were changed to tan. The flying motorcycle wheel emblem remained on this uniform until about 1935 when the beehive was placed on the right sleeve. Years later the beehive was placed on both sleeves. This early beehive was blue and yellow in color and measured only 3.5 inches by 2.5 inches.
The 1950 Ford was the first patrol car of the UHP with the beehive located on the doors. Prior to this the Utah State Seal had adorned the doors of patrol cars of the Utah Highway Patrol. The distinctive black and white paint scheme plus top rotating red light was adopted in 1949.

In 1947, the Utah Highway Patrol adopted the beehive, a symbol of industry, unity, organization and productivity, as an official emblem. These changes occurred on the centennial of the arrival of the Mormons into the Salt Lake Valley. The beehive was first placed on the uniform in about 1935. In 1947, the beehive was placed at all office locations of the UHP. In 1950, the beehive was placed on the doors of the patrol cars of the UHP. October 1, 1947, members of the UHP were designated as troopers rather than patrolmen, except for those members still on their first year of probation.

Patrolmen wore both the dark blue hat and the tan Smokey hat with both the Class A “dress uniform” and the Class B “daily uniform.” Although the Smokey hat was never worn while operating a motorcycle. During the mid-1930s, patrolmen were issued a black leather motorcycle jacket with zipper front.

On March 21, 1935, the Utah State Legislature vested the Utah Highway Patrol with full statewide police authority. At this time the Utah Highway Patrol adopted a new badge that changed the banner at the top to read “Utah Highway Patrol.” The officer’s badge number was also engraved in the center of this badge upon the five-point star. The words “of Utah” were removed.

The patrolman’s badge number was engraved on a small plate, attached to the bottom point of the six-point star. Whenever badge numbers changed, every trooper had to submit their badge to headquarters for redistribution to match the new badge numbers. During the 1980s, the badge numbers were removed from all badges. The Utah Highway Patrol also adopted a new cocoa brown uniform in 1946.

The hat badge was also changed to the new six-point star with a banner across the top displaying “UTAH” and a banner across the bottom displaying “HIGHWAY PATROL.”

A new badge was adopted in 1946. The Utah Territorial Seal was placed on a shield as the center of this badge and the shape of the badge was changed to a six-point star. The five-point badge found in the center of the original badge was engraved on either side of the words “Utah Highway Patrol.” The word “Police” was also engraved on this badge, the same as the first two badges.

A tan dress campaign or “Smokey” hat was issued in 1932. The hat badge for this hat was a circular emblem bearing a gold center of the Utah State Seal. The silver back and outer edge surrounded the State Seal with UTAH HIGHWAY PATROL.

The Utah Legislature adopted the beehive as the official state emblem and the official state motto “Industry” on March 4, 1959. Utahns relate the beehive symbol to industry and the pioneer virtues of thrift and perseverance.

For many years, when a trooper retired, he was required to surrender his symbol of authority, the uniform badge. Since the early 1980s, the Utah Highway Patrol Association has presented retiring members with a plaque as a symbol of faithful service. Attached to this plaque are the trooper’s badge, the beehive uniform patch, the trooper’s nameplate and service stars,
along with other awards such as service medals and pins.

Prior to 1985, all trooper badges had “POLICE” engraved across the bottom. Most of these badges were gold filled. A supervisor’s rank was engraved on the bottom of their badge. In the late 1980s the rank of “TROOPER” was engraved on the bottom of the badge, replacing “POLICE.”

The Utah Highway Patrol Association, in cooperation with the Utah Department of Public Safety, produced a special Centennial Badge in 1996, to celebrate 100 years of Utah statehood. The design selected utilized a combination of all badges worn by members of the Utah Highway Patrol. The center of the Centennial Badge is the Seal of the Great State of Utah. Sworn members of the department wore this badge during 1996.

When first designed, each point of the 6-point badge contained rays of light and a small fleur-de-lis enclosed in a triangle. The fleur-de-lis is an ancient symbol used to represent direction or purpose. The fleur-de-lis was dropped from the badge during the early 1990s leaving only the rays of light. Later the center of the six triangles contained no design. At the turn of the new century the six triangles were enlarged and again filled with rays of light and an arrowhead, honoring the six Indian tribes that roamed ancient Utah, the Bannock, Goshute, Navaho, Paiute, Shoshone and Ute tribes. The rays of light represent divine guidance for the people of the mountains – Utahns and the six arrowheads signifying direction, purpose and values.

In 2002, Utah hosted the Winter Olympics and the Utah Highway Patrol Association created a special Olympic badge to celebrate this occasion. The Olympic badge was based on the Centennial Badge design with the 2002 Salt Lake Winter Olympic logo in the center. Several variations were available including a white and a black background in the center logo, plus personalized ribbons such as “STATE TROOPER”, “OLYMPIC” or the officer’s rank. Sworn members of the department wore this badge during 2002.

In 2010, the Utah Highway Patrol Association created a special 75th anniversary badge. This badge has the six UHP values in a circle around the traditional six-point star. The Territorial Seal was replaced with the beehive emblem and the words “75 years.” Sworn members of the department wore this badge during 2010.

The Utah Highway Patrol is the only state police agency with a gold six-pointed badge.
Patrolman George “Ed” VanWagenen
August 10, 1888 – May 23, 1931

Hired April 11, 1928, Ed VanWagenen was the first full time officer hired to form the Utah Highway Patrol. He had been a Provo City Police Officer for three years. He was issued a 1927 Harley Davidson motorcycle and later a 1928 Model “A” Ford. On May 23, 1931, while conducting a stolen vehicle investigation, Patrolman VanWagenen, fell onto a large circular saw used to cut firewood. The saw severed VanWagenen’s right side penetrating his liver and lung. He died later that same day at the age of 42. His wife, Johanna, obtained employment at the Utah State Mental Hospital at Provo, Utah to provide for herself and her five boys. In 1935, Johanna was brutally attacked by a mental patient with a pair of scissors. Johanna died a few days later.

Trooper Armond “Monty” Luke
April 8, 1905 – Dec. 2, 1959

Monty Luke was hired August 1, 1936, by the Utah Highway Patrol. On December 3, 1959, Trooper Luke’s patrol vehicle was found by a truck driver, partially submerged in the cold waters of the Sevier River about six miles south of Circleville, Utah. His body was found in the river about 50 feet from his vehicle. Investigators determined that Trooper Luke was traveling northbound on U.S. Highway 89 at a high rate of speed, perhaps in pursuit of a violator, when he swerved to miss several deer crossing the roadway. After leaving the roadway, his patrol vehicle sheared off two large posts, rolled down an embankment and landed in the river. Trooper Luke was thrown from the vehicle. He died at the scene at the age of 55. Trooper Luke was survived by his wife, Wilma, a daughter and four sons.

Trooper George Dee Rees
July 13, 1918 – July 2, 1960

A 12-year-veteran with the Utah Highway Patrol at the time of his death, 41-year-old Trooper George D. Rees died on July 2, 1960, when his patrol vehicle was struck by a fleeing felon in a stolen car. Trooper Rees was survived by his wife, Maree, and a son, Michael, age 15.

Jess VanWagenen points out his father’s name on the Utah Highway Patrol memorial.

Family members of Monty Luke

Ken Betterton and Dan Rosenhan at UHP Training Memorial
John Winn joined the Utah Highway Patrol as a Radio Operator on October 1, 1959. Trooper Winn later graduated from Utah Trade Tech, Provo, Utah, with a degree in Electronic Engineering. On November 1, 1964 he was promoted to Radio Technician. During the 1960s and early 1970s this position was a sworn police position. Trooper Winn received the Outstanding Citizens Award in 1970. On September 22, 1971, Trooper Winn was working at a radio tower on Lake Mountain in Utah County. He was operating a loader on a steep grade. The loader began to roll backwards, out of control. The loader struck a hillside and rolled one time, crushing Trooper Winn. He was 36 years of age. Trooper Winn was survived by his wife, Jo Anne, three daughters and three sons.

William J. Antoniewicz grew up at New Bedford, Massachusetts. Two weeks from his 27th birthday, William accepted an appointment to the Utah Highway Patrol on July 16, 1974. He was assigned to the Port of Entry station at Echo on the Utah-Wyoming border. He drove a marked patrol car from Coalville to the Port of Entry, a distance of 40 miles. On December 8, 1974, Trooper Antoniewicz stopped a speeding vehicle 9 miles east of Echo Junction on I-80. On approach to the vehicle the driver fired two rounds from a .38 caliber revolver, striking Antoniewicz in the left chest and back. The Trooper was then kicked several times in the face. Eighteen months later, a suspect was arrested. The first trial resulted in a hung jury. Rather than face a second trial, the suspect pled guilty to a reduced charge of second-degree murder.

Born December 7, 1943, Robert B. Hutchings served as a Deputy Sheriff for Sacramento County, California. He later moved to Utah and joined the Utah Department of Public Safety on January 2, 1974. He served as an Agent with the Narcotics and Liquor Enforcement Division. On July 20, 1976, Agent Hutchings was assisting the West Jordan Police Department in a drug investigation. Following a drug buy of cocaine, and having obtained a warrant, officers attempted to arrest the suspect. The suspect produced a shotgun and shot Agent Hutchings in the neck. Agent Hutchings returned four rounds of fire from a .380 semi-auto pistol and West Jordan Chief Lance Foster fired 10 rounds from a 9mm submachine gun, killing the suspect. Agent Hutchings was survived by his pregnant wife, Janet, and six children.

UPOA gravemarker memorial service.
Trooper Ray Lynn Pierson  
August 6, 1949 – Nov. 7, 1979

Joining the Utah Highway Patrol on January 7, 1974, Ray Lynn Pierson followed in his father’s footsteps. Sergeant Dean Pierson had been a member of the UHP since August 1959. Two days after transferring to his hometown of Panguitch, Trooper Pierson stopped a pickup truck on highway 20. Trooper Pierson did not know that the vehicle was stolen and had just been involved in a gas skip. The driver produced a stolen .357 revolver and shot Trooper Pierson, striking him in the heart. Trooper Pierson managed to fire 6 rounds from his .357 service revolver as the felon sped away. The suspect was later apprehended by other officers. The suspect pled guilty to first-degree murder on July 19, 1979. Trooper Pierson was 29 years old at the time of his death. He was survived by his pregnant wife, Darlene, two sons and a daughter.

Trooper Daniel W. Harris  
June 22, 1949 – August 25, 1982

Daniel W. Harris began his police career in 1972 as a police officer with the Phoenix, Arizona Police Dept. In 1975 he served for one year as the Chief of Police of Parowan, Utah. In 1976 he became a Deputy Sheriff with Iron County, Utah. He left law enforcement for two years prior to joining the Utah Highway Patrol in March 1979. During the next three and a half years, Trooper Harris served in Field Operations, Internal Affairs, Executive Protection and on the Motorcycle Squad. On August 25, 1982, Trooper Harris was in pursuit of a speeding vehicle, westbound on I-80 in Parleys Canyon. Trooper Harris failed to negotiate a turn and his 1981 Kawasaki motorcycle left the roadway and struck an embankment. Trooper Harris died due to massive head injuries. He was 33 years old and was survived by his wife, Andrea, two daughters and two sons.

Trooper Joseph “Joey” Brumett III  

Joseph S. Brumett III, was born November 2, 1968, In Danville, Illinois. He served an LDS Church mission to Sacramento, California. Joey always wanted to be a police officer. He joined the Utah Highway Patrol in March 1992. After graduation from the police academy, Trooper Brumett was assigned to Salt Lake County. On December 11, 1992, Trooper Brumett was dispatched to a multiple vehicle accident, on I-15 at 2800 South. During the investigation, Trooper Brumett was assisting in retrieving a trailer tire from the center divider of the freeway. Trooper Brumett was struck by a pick-up truck. The driver then struck another vehicle, before fleeing the scene on foot. The suspect was later apprehended and convicted of hit and run and driving without a license. Joey was survived by his wife of 16 months, Jennifer.
Dennis L. “Dee” Lund accepted a position as Security Officer with the Utah Highway Patrol, on April 21, 1986. He was promoted to Trooper in September 1987 and transferred to Hanksville, Utah. He later transferred to Green River, Utah. On June 16, 1993, Trooper Lund was assisting officers who were attempting to stop a stolen vehicle from Indiana that had also been involved in a gas skip at Thompson, Utah. During a high-speed pursuit on I-70, three Troopers of the UHP were fired upon. One of the rounds passed through Trooper Lund’s windshield and struck him in the head, killing Trooper Lund. Two suspects age 16 and 18 were immediately taken into custody. Dee Lund was 37 years of age and was survived by his wife, Brenda, and two children.

Doyle R. Thorne was born April 29, 1942, in Brigham City, Doyle served as a helicopter pilot in Vietnam in the United States Marine Corp., and held the rank of Captain. Doyle joined the Utah Highway Patrol on July 16, 1975. In December 1988, Sergeant Thorne transferred to the Aero Bureau to fly the Department of Public Safety helicopter. Doyle flew many rescue missions during the next 5 years. On July 30, 1994, Sergeant Thorne was flying a search and rescue mission for a missing 2-year-old girl in Duchesne County. Once the small girl was located, Sergeant Thorne began to return to Salt Lake City. He soon radioed a “may day” and disappeared from radar. Three days later, his craft was located. Sergeant Thorne had been killed instantly. He had lost his life while serving others. Doyle was survived by his wife, Luci, two daughters and two sons.

Randy Ingram joined the Utah Highway Patrol August 4, 1984. He served at the Kanab Port of Entry and as a field Trooper at Fillmore, before transferring to Juab County in February 1988. He was a member of the Juab County Search and Rescue for 15 years, serving since 1979. He served 20 years in the Utah National Guard and held the rank of Staff Sergeant. On October 5, 1994, Trooper Ingram stopped a van loaded with Boy Scouts, for no visible taillights. A semi-truck driver fell asleep, drifting into the emergency lane and struck Trooper Ingram’s patrol car. The proper placement of his patrol car saved the lives of the scouts, but Trooper Ingram was killed instantly. Randy was survived by his wife, Carlene and two beautiful children, Megan, age 4 and Devan, age 2. Trooper Randy Ingram gave his life to protect the lives of others.
Chuck Warren joined the Utah Highway Patrol August 19, 1956. On September 2, 1969, Trooper Warren stopped a stolen vehicle on SR 77 just west of Springville, Utah. As he approached the vehicle, the driver produced a .22 caliber revolver and shot twice. Both rounds struck Trooper Warren in the head just above the right eye. The suspect was later captured and sent to prison. Trooper Warren was in a coma for several weeks. Although he regained consciousness, he never recovered from his injuries. He was paralyzed for life, had difficulty speaking, and had many health problems due to the shooting. On May 16, 1994, Trooper Warren died due to complications from pneumonia.

Tom Rettberg joined the Utah Highway Patrol in 1975. He served at the Echo Port of Entry for one year and in the field operations in Weber County for two years before joining the Aero Bureau. Tom left the UHP and joined Wildlife Resources in 1979. He later served with the Utah Department of Transportation Aeronautics Division until he returned to the Utah Highway Patrol Aero Bureau in 1985. On February 11, 2000, Lieutenant Rettberg was performing an auto rotation maneuver required by the FAA to simulate an emergency engine failure. During the maneuver a malfunction occurred and the helicopter crashed.
The Early Years
1923 - 1939

1923
The Utah State Legislature empowers the State Road Commission to patrol the highways of the State.

1925
The highways are patrolled on a part-time basis by two state employees, designated as “patrolmen.” R. W. Groo, a civil engineer with the State Road Commission, is assigned to supervise and organize the patrols. The organization is known as the “State Road Police Patrol.”

1926
The State Road Commission adopts a regulation requiring traffic to stop before entering an arterial highway. The first arterial highway is designated from Ninth South Street, in Salt Lake City to Fifth North Street in Provo. One patrolman is moved to full time status to enforce this new regulation.

1927
A second part-time patrolman is moved to full time status.

1928
Three additional full-time patrolman are hired. Uniforms and badges, are issued. The first uniform is forest green with a patch of a flying motorcycle wheel sewn on the left arm and on the hat. Smith & Wesson .44 caliber revolvers, with cross-draw holsters, are issued to patrolmen.

1929
The annual operating budget of the patrol is $11,743.06.

1930
The first portable checking station is created. It is a converted trailer.

1931
The first of four sections of the “Uniform Act Regulating Traffic on Highways” become Utah law. Patrolman George E. “Ed” VanWagenen becomes the first Utah Patrolman killed in the line of duty, May 23, 1931.

1932
The first permanent checking station is established on State Road 91 at Santa Clara. The uniform color is changed to navy blue. The organization is designated as the “Utah Highway Patrol.”

1933
The ranks of superintendent, captain, lieutenant, and sergeant are established.

1934
The first driver license law becomes effective and the UHP is given responsibility for testing applicants. The Patrol has 30 sworn officers as of July 1, 1934.

1935
The 1935 State Legislature empowers the Utah Highway Patrol with statewide police powers. The Vehicle Safety Inspection Program is initiated. The annual operating budget of the UHP exceeds $100,000. The campaign hat is implemented.

1938
The duty weapon is changed to a .357 magnum revolver. Smith & Wesson revolvers are issued with 6 inch barrels. Winchester, Model 97, 12 gauge shotguns are also issued.

1939
A bill to create a “Utah Police School” in connection with the University of Utah, fails to pass the legislature. The Utah Highway Patrol coordinates a two week school, open to all peace officers in Utah, at Pinecrest Inn in Emigration Canyon. The Santa Clara checking station is closed. Responsibility for driver license testing is moved to the State Tax Commission.
History of the Utah Highway Patrol

State Road Police Patrol
1923-1932

By authority of the 1923 Utah Legislature, the State Road Commission was “to divide the State highways into sections for the purpose of patrolling and policing the same and to employ persons to patrol or police the said highways as may be deemed necessary in the judgment of the Commission.” (Utah Road Law of 1923, Chapter 61, 2852, paragraph (o), effective April 1, 1923.)

The State Road Commission then authorized the chairman and a number of the engineering staff to carry badges and to “serve as special traffic police.” The Chairman of the State Road Commission from 1921 to 1925 was Preston G. Peterson of Provo, Utah. He was a devout Republican and was appointed by Governor Maybe. The other Republican member of the Commission at that time was Henry Lunt of Cedar City. When Dern, a Democrat, became Governor of Utah in 1925, Henry Blood was appointed Chairman of the Commission along with democrat William Parker. Preston G. Peterson stayed on as minority member of the Utah Road Commission until his removal in 1941 by Governor Herbert Maw. From 1927 to 1941, Preston G. Peterson served as the de facto member of the Commission assigned to oversee the Utah Highway Patrol.

In 1925, R. Whitney Groo was given the assignment to organize these special traffic police into “patrols.” Whitney Groo had accepted employment with the Utah State Road Commission in 1918 as an engineer for road construction. The Tenth Biennial Report of the State Road Commission issued in July 1928 states, “A state road police patrol has been established on the most heavily traveled roads, to cooperate

State Road Police Patrol - 1928 (motorcycles are 1928 Harley-Davidson, Model JDs)

(left to right) Brent C. Hillis, George E. “Ed” VanWagenen, Lathael Lawrence Fryer, and Robert N. Slaughter
with local authorities in the enforcement of traffic regulations. Five police are all that are employed by the state at the close of the biennium and while this service is in its infancy much effective work has been done.” The report continues, “The first attempt at highway patrol work for the enforcement of traffic regulations was made in 1925 when two officers were employed on a part time basis.”

Groo hired two part-time officers, Robert N. Slaughter and Ray Deming in 1925. These officers were designated as Patrolmen. The badge authorized by the State Road Commission and issued to these patrolmen consisted of a silver shield with the words “STATE ROAD COMMISSION” on the top and “POLICE” on the bottom. In the center of the shield was a five point star. The words “OF UTAH” followed by a number in the center of the star depicted the division of the State Road Commission where the officer was assigned.

The Commission was extremely concerned with traffic accidents at intersections. On April 16, 1926, Slaughter was moved to full-time status to help alleviate this problem. On May 5, 1926, the State Road Commission adopted a regulation requiring vehicles to stop before entering arterial highways, heavily traveled roads. The following day, the first “arterial highway” was designated from 9th South in Salt Lake City to 5th North in Provo. The standard stop sign was placed at all intersecting streets to this, the first “modern” highway in Utah.

Patrolman Slaughter’s duties included enforcement of this new regulation. Many of the general public considered this new regulation an infringement into their lives and another example of government intervention. Patrolman Slaughter was kept busy trying to educate the public that this regulation was enacted to protect them from harm and accident.

Ray Deming was moved to full-time status on July 1, 1927. Three additional patrolmen were hired in 1928, as follows: George E. (Ed) VanWagenen, April 11, 1928; Lathael Lawrence Fryer, April 16, 1928; and Brent C. Hillis, May 1, 1928.

Annual reports of the State Road Commission refer to this organization as the “state road police patrol.”

Three more patrolmen were hired in 1929, bringing the “state road police patrol” to a total of eight officers and one administrator. The annual operating budget of the patrol for 1929 was $11,743.06. The following year, no new patrolmen were hired. Robert N. Slaughter left the patrol on December 1, 1930. Peter L. Dow was hired on March 15, 1931, to replace patrolman Slaughter. The 1931 legislative session recognized the need to hire more patrolmen to provide statewide protection and authorized the hiring of six more patrolmen.

These officers were called “patrolmen” and were issued a forest green dress blouse and motorcycle pants. An insignia of a motorcycle wheel with wings was sewn onto the left sleeve approximately 9 inches below the shoulder. By the early 1930s, this insignia was sewn onto both sleeves. A rigid, circular hat was also adorned with this insignia. A daily-wear uniform was also issued which consisted of a khaki long sleeve shirt with black bow tie and khaki motorcycle pants. Black, knee-high leather boots were issued. Besides being attractive, they protected the officers’ legs from the heat and flying oil from the motorcycle engine. It was necessary to use boot hooks to get the boots on and a boot jack to get them off.

These patrolmen were issued 1927 Harley Davidson motorcycles with a side shift lever and foot clutch. These early Harleys had exposed push rods and valve rocker arms. A red spotlight was mounted on the left handlebar with a white spotlight mounted on the right. A siren was also added. Within a few years, a first aid kit was mounted to the rear fender. In the 1920s, all Harley Davidson motorcycles were painted a dark color, usually a dark green or olive drab. The patrol did not repaint these bikes for several years. By 1931, the patrol repainted all issued motorcycles white with “Utah Highway Patrol” stenciled on the gas tank.

Utah Highway Patrol - 1928

(Left to right) Brent C. Hillis, Ogden (5-1-28 to 9-4-41)
George E. “Ed” VanWagenen, Provo (4-11-28 to 5-23-31)
Lathael Lawrence Fryer, Salt Lake City (4-16-28 to 9-4-41)
Robert N. Slaughter, Salt Lake City (4-16-26 to 12-1-30)

Patrolman Slaughter was the first part-time patrolman hired in 1925. He was moved to full-time status on April 16, 1926 to become the first full-time patrolman with the State Road Police Patrol. Patrolman Van Wagenen was killed in the line of duty May 23, 1930. These uniforms are dark forest green blouse with matching pants.
Patrolmen were also issued 1928 Model A Fords with dual carburetors which were capable of obtaining speeds of 60+ mph. Patrolmen were instructed to operate the fuel efficient motorcycles whenever possible and only drive the Model A Fords during inclement weather. Speeds were limited to 35 to 40 miles per hour on gravel roads, outside of urban areas. High speed chases of 55 to 60 mph were considered really flying on these twisting, narrow, gravel roads. Most vehicles built during the 1920s were not capable of speeds greater than this.

The wages for these patrolmen were $140 per month, which was a fairly good salary for 1928. There were no training schools for state patrolmen, because all of the other states were organizing their patrols at approximately the same time. A few of the early members of the patrol had some military background. Therefore, some of the first training was in close order drill, military courtesy, proper dress, and uniform care. With no communications and the passing of only an occasional motorist, patrolmen learned to solve a variety of problems on their own. Being a peace maker, politician, doctor, nurse, mechanic, tour guide, marriage counselor, and big brother were all duties required of patrolmen.

This new breed of police officer spent many hours on their Harley Davidsons, much like the lawmen of the 1800s, who spent time on their horses. Time meant little to these modern peace officers. They worked six days a week and sometimes seven if they were called out. They simply had a job to do and they did not worry about overtime hours or compensation. Dedication, pride, and commitment were synonymous with being a state patrolman.

Due largely to few paved roads and no driver education for the general public, accidents were common during the early years of the patrol. Shortly after his appointment to the Patrol, Ed VanWagenen was on routine patrol on Canyon Road near Provo. Upon rounding a sharp curve, he discovered a vehicle being driven on the wrong side of the road, headed directly toward him. Instinctively, Patrolman VanWagenen swerved to the right to avoid a head-on collision. He ran off the right side of the road, skidded down an embankment and through a barbed wire fence. The left handlebar of his motorcycle struck a fence post, cutting off the index finger of his left hand. The vehicle that caused the accident failed to stop.

Patrolman VanWagenen dragged his damaged Harley Davidson motorcycle back onto the graveled road, retrieved his finger from the barrow pit, and drove himself to the Aird Hospital. Doctors at the hospital attempted to graft the finger back to his hand. The operation was not successful, and a few weeks later the finger had to be removed. Despite this serious injury, Ed never told his children. His son Everett, then age 13, stated that one day he noticed his father’s finger was missing. He was shocked when he first learned about his father’s experience three or four months after the accident.

By June 30, 1928, Utah had 3,436 miles of state highways. Only 1,406 had been graded, 1,444 miles had been graded and graveled, and 275 miles had been surfaced, leaving 611 miles to be improved. (Governor Dern’s, message to the 1929 legislature.) Gasoline tax was 3 1/2 cents per gallon. Roads through incorporated areas were constructed, financed at an 18 foot width; however, municipalities could provide for extra width and curb and gutter by providing additional funding. During the following years, an aggressive paving program was implemented and by the end of 1929, an additional 129 miles of road were oiled. These improved roads transported the many products of a growing and mobile society propelled by automobiles capable of greatly increased speeds. For the first time in history, common citizens became possible law violators, and careful observance of highway signs and signals was made a legal requirement in order to protect the general public from traffic accidents.
Late in 1929, the following entry is found: “It was finally agreed by the State Road Commission that four additional patrolmen be employed with the understanding that when employed, it shall be with the knowledge that the position is not permanent, the salary to be $140 per month, and the Equipment Engineer instructed to request the Finance and Purchase Department for quotations on Harley-Davidson and Indian Motorcycles.”

The Patrol had approximately one patrolman for every 572 miles of state road. Patrolmen were stationed throughout the populous areas of the state where the heaviest traffic existed. The remoteness of many state roads, made officer safety a concern. In 1929, the following minute entry was recorded: “It was finally agreed that firearms should be carried, but particular pains were taken to impress upon the men that the Commission is anxious that they be not used unless it is absolutely necessary to protect the patrolmen’s lives ....” The weapons issued were Smith & Wesson, .44 caliber revolvers, with six inch barrels. The weapons were held securely in place in a cross-draw holster. A large metal loop, located inside the holster, attached to the trigger guard when the weapon was holstered. A patrolman would have to press down and out on the revolver prior to drawing the weapon. The holster also featured a large leather flap that further secured the weapon.

Due to the depression of the early 1930’s, the state of Utah increased road construction as a means of providing employment to thousands of men. Furthermore, strenuous efforts were being made to control the dust nuisance on the main highways. In 1931, 372 miles of roads were paved; 260 miles were paved in 1932. This mileage is probably the all-time record of oiled road construction in Utah’s highway history. It represents twice the amount of this type of construction completed in any other two years.

During mid-May 1931, two felons escaped from the Utah State Prison at Sugarhouse. The following day a vehicle was reported missing in the Provo area. Fearing that the two incidents may be connected, Patrolman George E. “Ed” VanWagenen began an investigation. On May 23, 1931, Patrolman VanWagenen stopped at the Lake View Beet Slicer, in Provo on the Lakeview Road. (Now Geneva Road, SR 114) He met with a friend, Ira Cobbley, and inquired...
if anyone new had been asking for employment. He told Ira of the prison break and stolen vehicle and warned him to tell his employees to lock their vehicles. During this conversation, Ed went with Ira to a building on the north side of the beet plant. While he was there, Ed helped Ira adjust the carburetor of an engine that powered a large circular saw. The saw was used to cut railroad trusses for firewood. When they were done, Ed turned, tripped on a piece of lumber and fell on top of the spinning saw blade. A total of three men were in the building at the time, but due to the noise, none of these men actually saw the accident. Ira was the first to see Ed in a slumped position over the frame of the saw. He immediately turned off the engine and helped to remove Patrolman VanWagenen, who was bleeding profusely. The circular saw did not have a guard and had severed Ed’s right side penetrating his liver and lungs. His right arm was stripped of its flesh to the elbow. Cobbley attempted to fashion a tourniquet with a piece of wire and asked Ed what had happened. He said, “I slipped and fell.”

There was no telephone at the Lake View Beet Slicer, so help was summoned via telephone from a nearby farmhouse. The first call was received by the Utah County Sheriff’s office at 3:05 p.m. Deputy Sheriff George W. Loveless investigated the incident. The Utah County ambulance transported Patrolman VanWagenen to the Aird Hospital in Provo where he died shortly thereafter, due to loss of blood.

Patrolman VanWagenen was buried in his Utah Highway Patrol uniform at the Provo City Cemetery. Just prior to the closing of the coffin, his badge and .44 magnum service revolver were removed to discourage any would be grave robbers. The funeral was attended by police officers from throughout the state of Utah.

For Johanna, “Ed” VanWagenen’s wife, the following years were extremely difficult. She continued to raise her five sons without any compensation from the state of Utah or the federal government. She never remarried. Johanna obtained employment at the State Mental Hospital in Provo, Utah, in an effort to make ends meet. The early 1930s were difficult times. For a single mother with five growing boys they were almost impossible times. In 1935, tragedy again struck the VanWagenen family. While at work, Johanna was brutally attacked by a mental patient wielding a pair of scissors. In the days that followed, she underwent extensive surgery. Despite the doctor’s best efforts, Johanna died. Her five orphaned sons, ages 20 to 12, were separated and sent to families throughout the country.

**Uniform Act Regulating Traffic on Highway - 1931**

During the 1920s, the National Conference on Street and Highway Safety prepared a suggestion of uniform motor vehicle control legislation for the various states. This conference consisted of all the national organizations concerned with the problem of uniformity of traffic laws. Assisted by the American Bar Association, this conference produced a program that has served as the solid foundation for the entire legal structure of motor vehicle traffic regulation and control. The United States Secretary of Commerce endorsed the program and recommended its adoption by all of the states. This so-called “uniform code,” consisted of four separate acts: (1) Motor Vehicle Registration, (2) Driver Licensing, (3) Automobile Anti-Theft, and (4) Uniform Traffic Regulations. The 1927 Utah Legislature considered this entire Uniform Code, which was sponsored locally by a committee appointed by Governor Dern, but were unable to give it serious consideration because of the sheer complexity and magnitude of the proposed laws. By 1931, the increase in speed and volume of motor vehicle traffic and multiplying traffic accident problems was sufficient to arouse enough public sentiment to win legislative approval of the Uniform Traffic Code. It took several remaining legislative sessions to enact the whole four-pronged program. Utah was far from being the last state to adopt the entire program; in fact, some states, such as Montana, had not even created a state highway patrol by this time.
First Checking Station

In 1930, the first portable checking station was created, in a converted trailer. The trailer was towed to strategic locations throughout northern Utah.

In February 1932, the first permanent checking station was built at Santa Clara, near the southern boundary of the state on US 91. A set of Fairbanks-Morse platform scales, 9 feet wide by 28 feet long and capable of weighing 20 tons, were installed. Patrolmen enforced the traffic code and highway revenue laws as well as issued license plates and additional load plates, collected gasoline tax, and compiled data for the Public Utilities Commission at this location. Temporary checkpoints were also performed intermittently by the portable checking station in North Ogden-Hot Springs, Grantsville, and in Spanish Fork Canyon. Despite a 12.8 percent annual increase in truck inspections for the next seven years, the Santa Clara checking station was closed on December 2, 1939. In 1939, the Santa Clara checking station had 186,036 vehicles pass over its scales.

A Change in Uniform

The Utah Peace Officers Association eighth annual convention photograph, taken June 28, 1930, clearly shows several State Patrolmen wearing both the forest green dress blouse and the khaki shirt with black bow tie. Also visible is a new hat with a new hat badge. The edges of this new hat are softer than the one issued in 1928. The hat badge is metal and displays the Utah state seal with an enlarged eagle. Crossed nightsticks frame the sides of this new hat badge.

The Twelfth Biennial Report of the State Road Commission, issued June 30, 1932, clearly shows a picture of the “State Traffic Police Force” dressed in a new uniform. The forest green dress blouse and cap had been replaced by a navy blue dress blouse and cap. The forest green motorcycle pants had been replaced with fawn motorcycle pants. A white shirt with black tie was worn with the dress blouse. A dark blue long sleeve shirt was worn for daily use.

A new fawn colored campaign hat was issued as early as 1932, for use with the dress uniform. A new hat badge was also adopted for use with this campaign hat. The hat badge was circular in shape with the Utah State Seal in the center and the words “Utah Highway Patrol” engraved on the outside border. The campaign hat was eventually adopted by many state police agencies nationwide. Both the fawn campaign hat and the navy blue cap were issued and could be worn with either the dress uniform or the daily wear uniform.

In about 1935, the uniform badge was also changed. The silver shield shape and design were basically the same, however, the banner at the top of the badge was engraved with “UTAH HIGHWAY PATROL” and the number in the center of the badge depicted the officer’s assigned badge number. Badge numbers were issued in consecutive order based upon date of hire.

Patrolman L. L. Fryer with his son Holley 1932-1933 on a 1931 Harley-Davidson Model VL

About 1935, the flying wheel and arrow shoulder patch was discontinued and the beehive patch was sewn on the right shoulder of the uniform. For many years the left shoulder of the uniform displayed no insignia, unless the officer held the rank of sergeant. Sergeant chevrons were sewn on the left shoulder. The ranks of lieutenant, captain, and colonel appeared as metal insignia attached to the epaulets of both the dress and daily uniform.

Utah Highway Patrol

By 1932, the “state road police force patrols” consisted of twenty men. Having increased in size some 400 percent...
in only five years, Superintendent Groo realized that supervising so many men over such a large geographic area was next to impossible. Whitney Groo totally reorganized the patrol in 1933 and 1934.

Superintendent Groo promoted L. L. Fryer from Patrolman to Captain. Patrolman B. C. Hillis was promoted to Lieutenant. Patrolmen E. R. MacDonald, Elmer Loveless, and O. H. Lund were promoted to Sergeant. Sergeant Lund was assigned to administrative duties in connection with checking stations. Superintendent Groo was assigned the rank of Colonel, but preferred to be addressed as Superintendent. This organizational change also came with a new name: “Utah Highway Patrol.”

Superintendent Groo now had more time to devote to facilitating the many needs of the Utah Highway Patrol. The Utah Highway Patrol continued to grow rapidly for the next several years. In 1934, the Patrol consisted of 30 employees. By 1936, that number had increased to 42.

Whitney Groo was truly a leader and had great vision of the future. He adopted a program that consisted of four Es. He wanted all patrolmen to have the best possible equipment. He wanted all officers to be properly trained and to educate the public to the need for safety upon the highways. He wanted the State Road Commission to engineer and build the best possible roads. Finally, he wanted strict enforcement of all laws.

In 1933, Governor Henry H. Blood, in an attempt to reduce budgets throughout state government, made the Utah Highway Patrol the regulatory arm not only of the State Road Commission, but of the State Tax Commission, the Public Utilities Commission, and the State Board of Agriculture. The State Road Commission duties required by law were to enforce traffic regulations. The duties of the State Tax Commission included collecting motor vehicle license fees and gasoline sales taxes. The Public Utilities Commission had charge of the Motor Transport Act. Finally, the State Board of Agriculture administered the Produce Dealers’ License Act, as well as various regulations covering import and export of agricultural products. With only a few patrolman and a variety of responsibilities, R. W. Groo must have certainly felt overwhelmed.

**Driver License Laws**

The 1933 Utah legislative session passed the Driver License Act, with an effective date in 1934. By 1934, drivers were required to successfully complete a written examination, an oral examination, practical visual tests, and the applicant was required to drive in traffic accompanied by an examining officer. The responsibility for examinations and licensing was given to the Utah Highway Patrol. Many motorists during the 1930’s and 1940’s chose to ignore this law. Because the motor vehicle laws were changing so rapidly during this period of time, there was a lot of misunderstanding regarding their enforcement. Patrolman Loren Squires of Washington County recalled one such example when he stopped a lady for a
traffic violation and she promptly announced, “You can’t give me a ticket; I don’t even have a drivers license.”

Loren noted that while testing a Dixie College professor for a driver’s license, the professor asked, “What is a pedestrian?” Loren could not resist this response, “When the father comes home he’s the pedestrian. The kids get the car.”

By 1935, patrolmen issued 18,300 operator licenses and 5,700 chauffeur licenses. The fee for an operator license was twenty-five cents, good for three years; and the fee for a chauffeur license was two dollars, good for only one year or fraction thereof.

Effective November 15, 1939, the State Tax Commission assumed the duties of testing applicants for driver licenses. Until this date, the Patrol conducted examinations on definite schedules at each county seat throughout the state. During 1938, the Patrol conducted a total of 24,475 examinations and 29,120 in 1939.

Many patrolmen continued to provide these examinations in remote areas of the state long after 1939. The following excerpt was taken from a letter dated October 21, 1953, by Colonel Marion A. Snow addressed to Trooper Roland A. Reese, assigned to Cache and Rich Counties. “Arrangements have been made by the Driver License Division of the Department of Public Safety to conduct any and all driver license examinations within your area. In view of this recent development, may we request that you return all equipment and material pertaining to driver license examination to headquarters and that you refer any future requests for such examinations to the Drivers’ License branch office at Logan.”

Utah Highway Patrol
December 9, 1932

The dark blue dress uniform was worn with both the tan Smokey hat and the dark blue police hat. However, the Smokey hat was never worn while operating a motorcycle. Motorcycle pants and boots were worn at all times. Group pictures of the Utah Highway Patrol would be taken at this exact location for years to come.

Statewide Police Authority

The Patrol had only limited authority in the beginning. Often violators would pull over immediately when they saw the red light. Then they would run to the right of way fence and standing on private property, thumb their nose at the officer, daring him to arrest them. Other police officers were experiencing this same problem, because their authority stopped at the boundaries to the city or county, which they represented. In an address to the Utah Peace Officers Association in 1934, Honorable Tillman Johnson, Judge of the United States District Court of Utah, addressed this problem. Judge Johnson stated, “Why, there isn’t a policeman in the State of Utah that ought not to be a State Officer with as much right to arrest in St. George as in Ogden City if he is a policeman in Ogden. And there isn’t any reason in the world,” Judge Johnson continues, “Why a police officer or a sheriff or a deputy sheriff shouldn’t go to the very boundary limits of the State of Utah for the arrest of criminals and the discharge of their duties.” (Utah Sheriff and Police - 1934, page 13 & 15.) The Utah Legislature corrected this problem for the Utah Highway Patrol by granting them full statewide police authority.

On March 21, 1935, the Utah Highway Patrol was “vested with the same powers and duties as police officers ... except the serving of civil process.” The patrol was also made subject to the call of the Governor in times of emergency or “other purposes of his discretion.” (Laws of Utah, 1935, Chapter 36, State Road Commission Sec. 12.)
Vehicle Safety Inspection

In 1935, Utah became one of the first states in the nation to adopt a motor vehicle safety inspection law. This law was implemented to help promote traffic safety and greatly expanded the duties and responsibilities of the Utah Highway Patrol. Under its provisions, the Utah Highway Patrol was empowered to certify and issue permits to official inspection stations located throughout the state and to supervise their activities. These stations were to inspect and adjust brakes, lighting equipment, steering mechanisms, horns, mirrors, windshield wipers, and other equipment related to the safe operation of motor vehicles upon the public highways. Vehicle inspections were completed by authorized private stations only during three months of the year. During this period of time all vehicles were required to be inspected. When a vehicle passed inspection a small orange tag, cut in the shape of the state of Utah, was affixed in the lower right-hand corner of the windshield. During the first official inspection period under this new law, June 15 to September 15, 1935, a total of 94,252 motor vehicles were cleared at 340 licensed inspection stations. During the second inspection period, March 1 to May 31, 1936, a total of 101,783 motor vehicles were inspected at 429 licensed stations. Vehicle owners were charged a fee of fifty cents for inspection and issuance of a certificate of inspection and approval. In later years, the period of inspection was designated from March 15 through June 15 of each year.

In addition, the legislature assigned the State Road Commission to work with the State Board of Education to adopt and enforce regulations about the design, construction, inspection, and operation of all buses used to transport school children. The Utah Highway Patrol was also given the responsibility of conducting these inspections. During the first inspection of school buses, conducted in October 1935, only 37 out of 366 buses were found to conform with the new regulations. On a second inspection, in November, 232 of 376 buses were approved. The 144 not conforming to regulations, only needed minor corrections or additions. The inspection of school buses continues to be a responsibility of the Safety Inspection Section of the Utah Highway Patrol, even to this day. With the implementation of the Uniform Traffic Code in 1931, the Drivers Licensing Law in 1934, and the Motor Vehicle Inspection Law of 1935, Utah became a leader in traffic safety.

A Growing Patrol

By 1935, the Patrol consisted of 37 employees as follows: Superintendent Groo, Captain Fryer, Lieutenant Hillis, seven sergeants, twenty-three patrolmen, one chief clerk, two assistant clerks and a stenographer. Applicants for the Utah
History of the Utah Highway Patrol

Highway Patrol were required to pass a physical examination, an oral exam, and a written examination on general education subjects such as arithmetic, English and geography. Training was given to early recruits which included state laws, patrol methods, use of firearms, first aid, and care of equipment.

In 1935, the issued equipment was a .44 caliber Smith & Wesson revolver, cross-draw holster, handcuffs and case, sam brown belt, flashlight, ammunition, and first aid supplies. The Patrol was equipped with 19 police motorcycles and 27 coupe automobiles. Motorcycles were used during fair weather in the daylight hours and automobiles were used during inclement weather and at night. Two men were often assigned to work together on night patrol. All patrol cars were equipped with a tow chain, fire extinguisher, first aid kit, two red lanterns, red fuses, shovel and a broom for removing broken glass and debris from the highway.

In 1935, patrolmen were stationed at fifteen cities as follows: Logan, Brigham, Garland, Ogden, Farmington, Salt Lake City, American Fork, Provo, Spanish Fork, Price, Helper, Richfield, Fillmore, Cedar City and St. George. From these various locations the main adjacent highways were patrolled.

In 1929, members of the Utah Highway Patrol were issued Smith & Wesson, .44 caliber revolvers, with six inch barrels. This weapon was replaced with .357 magnum revolvers with 6 inch barrels in 1938.

In 1938, Patrolman Jack Sullivan in Price Canyon. Five of the rounds struck the back of the truck; however, none of the rounds penetrated the stuffing of the back seat. The Utah Highway Patrol determined that more firepower was needed and the duty weapon was changed to a .357 magnum revolver with a six inch barrel in 1938. The Patrol ordered mostly Smith & Wesson revolvers; however, a few Colts were also issued. Patrolman second class Russ Cederlund, hired on December 1, 1938, was issued a Colt. In later years this weapon was replaced with a Smith & Wesson. The .357 was a new caliber introduced in 1935 and was only available to police agencies. Each weapon was registered as a way to keep them away from the criminal element.

Also issued were 12 gauge shotguns. Although early records call these weapons “sawed-off” shotguns, it is not known if these weapons were actual shortened by cutting off a portion of the barrel or if they were a shorter version issued specifically for police use. What is known is that the first issued shotgun of the Utah Highway Patrol was a Winchester Model 97. This model had an exposed hammer and was dubbed the “thumb buster” model. Officers not familiar with this weapon would often experience pinched thumbs and fingers due to improper placement of the officer’s hands, thumbs, and fingers during operation.

By 1940, the Utah Highway Patrol had also purchased three .45 caliber Thompson sub-machine guns. These weapons were carried throughout the state and instruction on their use was given by Captain L. L. Fryer.

Patrolling Southern Utah

One of the first patrolman assigned to southern Utah was Loren Squire. Loren joined the Utah Highway Patrol on July 5, 1933. After a few days of training in Salt Lake City, Loren returned to LaVerkin and went to work. For the next eight months he did not have a day off. Loren was issued a Model A Ford and a Harley Davidson motorcycle. Besides patrolling four counties: Iron, Washington, Kane and Garfield, Loren was assigned duties at the checking station at Santa Clara.

The roads of that period were compressed gravel. During rainy or dusty weather drivers had difficulty seeing the edge of the road. Patrolmen provided help in
getting cars back on the road and helping drivers get gas when they ran out. They issued tickets to motorists who violated posted highway signs, and were prepared to help other police officers apprehend criminals. Patrolmen also sold vehicle registrations and issued driver licenses.

Early Patrolmen would often have to depend on the motoring public to summons assistance because they did not have radio communications. One day, while patrolling US 91 on the Black Ridge, North of St. George, Patrolman Squire was flagged down by a passing motorist. The excited motorist informed Squire of a truck rollover up the road a few miles. Patrolman Squire arrived to find that a large truck had run off the road and rolled into a ravine. The driver, although not seriously injured, was pinned in the overturned truck. Patrolman Squire worked diligently to free the driver, but the driver’s legs were held firmly by the dash and control pedals that had been displaced during the accident. Knowing that other motorists had been instructed to summons help, Patrolman Squire reassured the driver that everything would be all right. Suddenly the truck burst into flames. Patrolman Squire made a frantic effort to free the driver, but was unable to do so. As the flames engulfed the entire vehicle, Squire had to retreat from the searing heat. The screams of the dying driver would stay in Patrolman Squire’s mind the rest of his life.

### Accident Reduction Efforts

Throughout the 1930s, the traffic on Utah’s highways steadily increased at an average rate of approximately 14 percent annually. This increase was also reflected in a continual rise in traffic accidents and fatalities. During a training session held in 1938, Superintendent Groo asked for input from all patrolmen as to how to reduce this sharp rise in accidents. Some of their comments were as follows:

- Paul Christison, Nephi: “Rigid enforcement, combined with education, so drivers will observe even minor regulations, seems to be the best solution.”
- T. E. Hunsaker, Logan: “I believe the public should become better acquainted with actual rules and regulations.”
- Jack Young, Vernal: “Stricter enforcement is the solution.”
- R. J. Barton, Salt Lake City: “Improvement of road conditions, eliminating hazards so we have better highways, will help.”
- R. M. Clawson, Ogden: “I believe stricter enforcement, combined with education which starts in the elementary schools, will help solve the problem.”

In 1938, the Utah Highway Patrol adopted the National Safety Council’s standard accident report form. This form helped advance the study of accident causes and the treatment of high accident locations. The form utilized a system called “standard mechanical tabulation” which was used for future statistical analysis.

Something new on the form was the recording of driver’s experience. These reports were also filed by location to facilitate other studies designed to help reduce accidents. The concepts used on these forms are still employed today by all police agencies in the state of Utah to categorize, identify, and help reduce the amount and the severity of accidents. The information gathered from these reports is used in legislation, education, road design, training, engineering of vehicles, and a variety of other functions relating to highway safety.

### Early Criminal Interdiction

Communications were a problem from the beginning. If a Patrolman needed an ambulance or wrecker, he had to go to the nearest farmhouse and use their telephone to call for help. Truck drivers were usually willing to pass along a message or, with a chain, serve as a tow truck to clear the highway. When a patrolman was needed, a citizen had to try to locate one by calling businesses that the officer was known to frequent. In most towns, there was a business or telephone office that would hang out a red flag or turn on a light as a signal for the officer to stop for a message. Later, metal phone boxes were placed at intervals along major highways for the Patrol’s use. This lack of communication made it difficult to locate and apprehend the criminal element. The following account is but
one incident illustrating the dangers that faced these early patrolmen.

Captain L. L. Fryer was returning from Ogden, via US 89 one evening when he noticed a vehicle driving in an erratic manner. Captain Fryer stopped this vehicle and approached cautiously. The male driver and male passenger appeared extremely nervous. They were unable to provide a vehicle registration but claimed that the vehicle was theirs. Both suspects were able to produce identification; however, without a radio, Captain Fryer could not check for warrants.

Captain Fryer became suspicious and asked if these gentlemen would follow him to the Davis County Sheriff’s Office. At this point, the passenger made a furtive movement, reaching under the dash of the vehicle. Captain Fryer quickly drew his weapon, getting the drop on the pair. Captain Fryer ordered both suspects to exit the vehicle, with their hands raised high. Captain Fryer discovered two weapons, a .38 caliber revolver and a .45 caliber semi-automatic pistol under the dash of the suspect’s vehicle. Holding both men at gunpoint, Captain Fryer flagged down a passing motorist and requested that this motorist go call for help. When help arrived, the suspects were transported to the Davis County Sheriff’s Office where it was discovered that the vehicle was stolen and both suspects were wanted in Nebraska for bank robbery.

Incidents such as this were not uncommon during the early days of the Utah Highway Patrol. Veteran officers developed what was called a “sixth sense.” Today, detection and apprehension of such “bandits” is called criminal interdiction. Troopers are trained to recognize and interpret body language and other factors as a means of proactive patrol.

**Nation’s Deadliest Traffic Accident**

On Thursday, December 1, 1938, a yellow school bus lumbered down a narrow county road enroute to Jordan High School. Farrold Silox had driven the Bluffdale and Riverton route for the past three years. The 29 year old driver had memorized the names and address of all the children who rode his bus. The roads that morning were slippery, covered with a light dusting of snow. A low fog hung near the open bodies of water and depressions in the ground.

Delayed for over one hour, the Flying Ute, a Denver & Rio Grande Western freight train with 51 cars was northbound and was trying to make up for lost time. Farrold had crossed the rural railroad tracks several hundred times in the past three years. He knew the train schedules. He had never seen any trains on this crossing at this time of day. Farrold failed to see the Flying Ute - until the bus was already on the tracks.

The school bus was struck broadside and split in half. The largest portion of the bus was thrown 40 yards northwest of the crossing. Bodies of children were thrown on both sides of the tracks. The cab of the bus was carried on the front of the locomotive for a distance of 2,000 feet down the track. Several children and the bus driver were trapped inside.

It was the nation’s worst motor vehicle accident on record at that time. There were 38 students plus the driver on the bus. The bus driver and 25 children ultimately died from this tragic incident.

Patrolman Bob Howard was one of the officers who responded. “It was horrible,” Bob said. “Your heart was aching, but there was no time for remorse. We had a job to do. There were lots of children who were badly hurt and who would expire in short order if we didn’t keep our wits about us.”

As Patrolman Howard searched through the wreckage looking for survivors, he came across his niece and nephew. “I guess I was kind of numb from that point on,” he recalled. “As a patrolman you soon learn just how fragile life really is.”

**Training**

In June 1936, the United States Congress enacted the George-Deen Act, which provided federal funds for training in the public services. These funds were to be administered through the
national and state Departments of Education. The states had to appropriate money to match federal funds. The state legislature of Utah in 1937 appropriated $100,000 to match federal money to carry out the program of education in the trades and industries and public service.

During October 10-14, 1938, a portion of this money was used to conduct a centralized training course, open to all peace officers in the state, at the University of Utah. There was no fee charged for this course. Daily attendance consisted of 96 officers. The classes were not the usual lecture course type, but were demonstrations, exhibitions, and general round-table discussions. Following this program, during the late fall of 1938, regional and zone schools were held in Logan, Ogden, Provo, Cedar City and Richfield. Instructors for these classes were officers who had either considerable experience, special training, or both. These classes covered three-day periods.

Those in charge of these programs soon realized that these experienced officers had little or no training or experience as teachers. In order to give these officers training in the art and technique of teaching, a three day “teacher-training course” was held at the University of Utah, March 9-11, 1939.

During the 1939 state legislative session, a bill was introduced that would establish a “Utah Police School” in connection with the University of Utah. This bill was sponsored by the Utah Peace Officers Association. The bill failed, and a bill to create a Utah Police Academy did not pass for 28 years - until 1967.

In September 1939, the Utah Highway Patrol coordinated a two week school open to all peace officers in Utah. Classes were held at Pinecrest Inn in Emigration Canyon. Sergeant Theodore Loveless, of the Indiana State Police, in coordination with the International Association of Chiefs of Police, was appointed as supervisor and instructor in charge of this training. Authorities from the Utah State Road Commission, the Utah Attorney General’s Office, the National Safety Council, the Utah State Tax Commission, the Deseret News, the University of Utah, the Salt Lake Telegram (now the Salt Lake Tribune), the United States District Attorney to Utah, the Utah Highway Patrol, the Salt Lake County Attorney’s Office, and a Salt Lake City judge were called upon as instructors for this historic school. This school became the forerunner of the Utah Highway Patrol Police Academy, established on July 6, 1959, at Camp Williams, Utah.

The first two classes were attended by 78 officers from the following departments: Utah Highway Patrol (50), Salt Lake City Police Department (17), Salt Lake County Sheriff Department (4), Public Service Commission (4), Ogden City Police Department (2), and Davis County Sheriff Department (1). In 1940, the Utah Peace Officers Association began similar training at the University of Utah.

Training and productivity were two words that were quickly becoming synonymous with being a Utah State Patrolman.

A 1939 statistical report showed 5,275 arrests were made statewide with 133 arrests for drunk driving. The reason for such a low percentage of drunk driving arrests was four-fold; a weak drunk driving statute, lack of breath testing devices, lack of training, and no implied consent law. Due to an increase in traffic fatalities and patrolmen generating too few DUI arrests, a directive was distributed which ordered all patrolmen to “arrest for all offenses no matter how small and to accept no excuses of any type.” They were also instructed to “make arrests at every wreck whenever possible.”

By 1939, the National Safety Council had introduced breath testing devices to detect and prosecute drinking drivers. Although this technology was considered a major step forward in prosecuting drunk drivers, the definition of legal blood alcohol limits would not be drafted into law by Utah legislators for ten more years. (A presumptive level of .15 percent was not established by Utah law in 1949.) Also by 1939, seventeen Utah Highway Patrol cars operating along the Wasatch Front were equipped with radio receiving units, tuned to KGPW, the Salt Lake City Police Department frequency. Additional issued equipment included a large tarpaulin, two woolen blankets, splints, tire chains, an axe, and a crowbar used for extraction of victims trapped in vehicles.

Superintendent Groo would often meet with state police and highway patrol superintendents from other states to discuss new techniques and new equipment in law enforcement. In 1939, Whitney Groo was elected Vice Chairman of the State and Provincial Section of the International Association of Chiefs of Police. Superintendent Groo also served as Vice President of the National Peace Officers Association. Despite his hard work and many involvements, Colonel Groo’s career in law enforcement was about to come to a swift conclusion.
1940
The Utah Highway Patrol has 51 sworn officers. The department purchases three, .45 caliber Thompson sub-machine guns.

1941
The Utah Highway Patrol becomes a separate department under the direction of the Governor. The largest hiring to date raises the ranks of the Utah Highway Patrol to 69 officers.

1942
Three hundred fifty civilian volunteers are designated as “Deputy Highway Patrolman” for protection of government property at strategic locations during World War II. All sergeants are advanced to the rank of lieutenant. The rank of sergeant is eliminated until 1949. The Utah Highway Patrol activates its first dispatch station. A few select patrol cars can receive only UHP patrol cars are painted many colors instead of the traditional uniform black.

1943
The UHP begins enforcement of the “War Speed Limit” of 35 mph.

A Decade of Change
1940 - 1949

1944
The Utah Highway Patrol establishes two-way communications with patrol cars in Salt Lake County only. The dark blue uniform shirts are dropped and a light blue uniform shirt is issued. Later dark blue epaulets will be added to this shirt.

1945
The Utah Highway Patrol Civil Service Act of 1945, created the Utah Highway Patrol Civil Service Commission. All patrolmen were ordered to work 10 hours a day, six days a week. A few black and white patrol cars are implemented for better visibility in an attempt to reduce traffic accidents. Motorcycles are phased out.

1946
The Utah Highway Patrol adopts a new gold six-point badge with the seal of the Territory of Utah in the center.

1947
The beehive becomes the official emblem of the Utah Highway Patrol and is placed at Utah Highway Patrol offices throughout the state. (Beginning in 1950 the beehive is placed on the doors of patrol cars.) A cocoa brown uniform shirt with cross draw holster and black tie is adopted. (The beehive has been placed on the uniform since about 1935; however, the color of the beehive is changed from dark blue to cinnamon brown to match the new uniform.) The Utah Highway Patrol Civil Service Commission announces that effective October 1, 1947; all first class patrolmen will be designated as “Troopers.” Officers still in their first year of service will continue to be called Patrolmen.

1948
The cross-draw holster is phased out and duty weapons are shortened to 4 inch barrels. The uniform tie is changed to match the uniform “pink” trousers.

1949
Utah’s DUI law establishes a presumptive level of intoxication at .15 percent BAC. All new patrol cars are painted black and white. In addition cars are equipped with a rotating red light for greater visibility.

This beehive was adopted in 1947 to match the new brown uniform.

The smaller beehive with orange stripes at the top of the page was used from about 1935 to about 1940. The larger beehive at the bottom of this page was adopted in about 1941 and used until 1946.
Change in Administration

Henry Hooper Blood was the Governor of Utah from 1933 to 1941. During the 1936 election, Herbert Brown Maw ran against Blood, but lost the nomination as a result of opposition by Democratic party leaders to his open advocacy of pro-labor and pension legislation. Maw countered by sponsoring legislation that replaced the convention system of party nomination with the direct primary. This enabled Maw to circumvent the Democratic Party machine in the state and to receive the nomination, which resulted in his 1940 gubernatorial victory. Superintendent Groo, Captain Fryer, and Lieutenant Hillis had all supported Blood in the 1936 election. It was difficult for them not to support Blood, since he was the incumbent and their boss. When Maw won the 1940 election, he remembered his defeat four years earlier.

One of Governor Maw’s campaign promises was to completely reorganize state government. Based upon Maw’s recommendations, the 1941 legislature took the Utah Highway Patrol out of the State Road Department and made it a separate department of state government. The superintendent was then directly responsible to the Governor.

The ranks of the UHP stood at 51 sworn officers during 1940. In 1941, the largest hiring to date brought that number to 69 officers. By April 1941, the Utah Highway Patrol had 74 employees as follows: 1 Superintendent, 1 Captain, 2 Lieutenants, 8 Sergeants, 1 Staff Sergeant, 56 Patrolmen, 4 clerks and 1 secretary. Superintendent Groo was working diligently on the regional conference of the International Association of Chiefs of Police to be held at the Hotel Utah in June 1941. The main topic of the conference was expediting military movements with the least possible interruption of civilian traffic. The main topic outside of the conference was the political winds of Governor Maw’s administration.

Upon Maw’s gubernatorial victory and the reorganization of the Utah Highway Patrol, it was rumored that the top administration of the Utah Highway Patrol would not last long. That prediction came true in September 1941. Lieutenant Hillis, in charge of the northern region of the state, left the Utah Highway Patrol on September 4, 1941. Governor Maw then dismissed Superintendent Groo and appointed Lieutenant Pete L. Dow, a nine year veteran of the Utah Highway Patrol, as Superintendent. Captain Fryer left the patrol on September 21, 1941. Whitney Groo, Captain Fryer, and Lieutenant Hillis had all served since the beginning of the Utah Highway Patrol. Each had served under three Governors, and they were professionals in every respect.

Perhaps Captain L. L. Fryer felt he should have been appointed Colonel, perhaps he felt that he was next to be terminated. Whatever his reasons for leaving, L. L. Fryer never returned to law enforcement. He died on June 5, 1974.

During an interview on September 21, 1993, Pete Dow told Les Langford that Governor Maw told him that he (Dow) had total control over the Utah Highway Patrol. Dow further stated that Governor Maw was saddened by Captain Fryer’s decision to leave the patrol. Governor Maw added that he had no intentions of releasing Captain Fryer.

The Salt Lake Tribune recorded the appointment of Pete Dow to Colonel by adding, “Governor Maw promised that none of the patrol members would be dismissed for political reasons and said that he planned to establish a merit system under which advancement would be made on a basis of ability and service.” Colonel Dow is remembered by those who served with him as a hard working, dedicated administrator. He was firm, but fair. He expected much from the members of the UHP. Dow told the news media, “There is no such thing as a minor violation.” This became Colonel Dow’s thrust of emphasis.

October 4, 1944, heavy rain had washed down rocks in City Creek Canyon. Lieutenant Paul Christison and Colonel Pete L. Dow. The dark blue uniform has been replaced with a light blue shirt.
Politics in the Patrol

In order to become a member of the Utah Highway Patrol during the 1930s and 1940s, an applicant had to be recommended and supported politically. Two examples of this political influence are as follows:

In 1938, Russell “Russ” H. Cederlund served as Chairman of Salt Lake City District 236 in the fifth ward of the Democratic Party. Russ decided to seek appointment as a member of the Utah Highway Patrol. Russ knew many politicians, therefore, he sought their assistance.

George Abbott was chairman of the State Highway Commission, which oversaw appointments to the Utah Highway Patrol. Russ Cederlund was able to obtain letters of endorsement from Parnell Black, Chairman of the Salt Lake County Democratic Committee; State Senators, Warwick C. Lamoreaux, Lawrence E. Nelson, Will R. Holmes, Cornelia S. Lund, and Wendell Grover; President of the Senate, Herbert B. Maw; and Grant MacFarlane, Attorney at Law. Russ also obtained an endorsement from Gordon Weggeland, Treasurer of the Salt Lake County Democratic Committee. It is doubtful that any nomination to the Patrol received as many endorsements. Russ Cederlund was appointed to the rank of Patrolman, second class, on December 1, 1938.

Neldon S. “Dick” Evans applied for the Utah Highway Patrol in 1939 and had taken a written test at the University of Utah. He was never notified of his test results. Dick’s uncle was John Evans, Sheriff of Utah County. Sheriff Evans told Dick that if he wanted to be hired by the Utah Highway Patrol he must become involved politically. Sheriff Evans further stated that he thought the next Governor of Utah would be Herbert B. Maw. Dick became politically active and became a Precinct Chairman and campaigned for Maw. As was mentioned, Maw won the election in 1940 and was sworn in as Governor in January 1941. Dick was sworn in as a patrolman with the Utah Highway Patrol on January 27, 1941. Incidentally, Evans never did learn what his written score was on the 1939 test.

During Governor Maw’s administration, all members of the Utah Highway Patrol were required to give one percent of their paycheck to a political slush fund, designated for the reelection of the Governor. When J. Bracken Lee became governor in 1949, he was furious about this practice. Lee was a strong advocate of the Civil Service Bill, passed in 1945. It was at this time that most of the politics involved in hiring, promotions and firing, were removed from the Utah Highway Patrol. Governor Lee eliminated the political slush fund as a requirement for employment; however, Governor Lee also implemented a policy, which stated that only one family member could work for state government. Trooper Russ Cederlund’s wife, Ardis, had worked for the Motor Vehicle Division for several years. Ardis was forced to seek employment in the private sector.

World War II

Besides reorganizing the Utah Highway Patrol, the 1941 Utah Legislature passed two proclamations granting the Governor special authority to invoke a state of emergency due to impending war. On December 7, 1941, the Japanese bombed Pearl Harbor. On December 8, 1941, Governor Herbert B. Maw declared that a state of emergency existed in Utah.

Both proclamations were issued at this time. The first proclamation regulated the manufacture, sale, distribution, use, and possession of explosives. The second act authorized the appointment of and describing the duties of special policemen to protect public property. The state of Utah was looking for volunteers to help guard water supplies, railroads, power plants, mines, and smelters. A call was sent out for recruits with skills in skiing, shooting, and mountaineering. A fear of terrorist activity swept the nation. Six additional patrolmen were hired “during the duration of the war to patrol on a 24-hour basis a district vital to the nation’s war effort.”

This brought the force of the Utah Highway Patrol to 75 officers. Governor Maw solicited the help of the Utah Highway Patrol to train 350 volunteers in first aid, traffic law, and general police work. Applicants had to have the approval of the patrolman in their respective area and that of the local county sheriff. These men were designated as “Deputy Highway Patrolmen” and were issued badges to that effect. In addition, all peace officers in Utah - sheriffs, city police, marshals, watchmen and guards - were sworn in as special state police, to assist in the war defense effort. The UHP was often called upon to provide military escorts and additional security at government facilities during World War II. On several occasions, it became necessary for Patrol personnel to enter military bases. Due to high levels of security at these facilities, admittance was often denied except for officers. To
solve this problem, Colonel Dow promoted all sergeants to the rank of lieutenant during World War II. Following the war, the rank of sergeant was not reinstated until a change in administration in 1949.

The legislature also empowered Governor Maw, as Chief Executive of the State and Chairman of the Utah Defense Council, to order peace officers from one community to assist those in another. In a letter addressed to chiefs of police and sheriffs, Colonel Dow wrote, “No community will be subject to having police from another municipality imposed upon it without the request coming first from its own police head.” Dow continued, “And conversely, no community will have any of its police officers taken from its jurisdiction without the advance approval of its own chief of police or sheriff.”

In addition, the 1941 legislature prescribed that all accidents resulting in a property damage of $25 or more, a personal injury or death must be reported to the State Tax Commission within 24 hours. The 17th Biennial Report of the State Road Commission covering 1940-1942 states, “Chapter 52, Regular Session laws, brings the statutes regulating traffic on highways in line with the latest revision of the uniform traffic laws, as proposed by the National Safety Council. Daytime maximum speed is raised to 60 m.p.h. and the former maximum speed of 50 m.p.h. retained as the maximum for night driving. Speed in business districts is raised from 20 to 25 mph.”

For several years the death rate on Utah’s highways increased significantly. In January 1942, Colonel Dow announced a crack down on violators of all traffic laws. Colonel Dow also notified the public that hereafter patrol cars will be of “many colors,” instead of the uniform black. He added that the scarcity of automobiles due to the defense program had made it impossible for the Patrol to continue with a uniform color.

**War Speed Limit**

On October 28, 1942, a War Speed Limit of 35 mph came into affect in an attempt to conserve gasoline and save on tires. Enforcement began on November 10, 1942. Many cars were operating with unsafe tires because people were unable to buy new tires. This new speed regulation was adopted as the result of a report made following an engineering study of the tires on vehicles, conducted by the National Safety Council with the cooperation of the Utah Highway Patrol, at the request of the Utah Highway Traffic Advisory Committee to the War Department. This report contained the following comments:

“46 percent of cars driven by war workers had at least one tire with the tread worn smooth, 23 percent with at least two tires worn smooth and 11 percent with at least three.”

“The study indicates at least 40 percent of all the cars using the streets and highways of Utah have at least one smooth tire, 21 percent have two or more, and nine percent have at least three. At least three percent of the tires on these cars were worn so badly that fabric was showing or large breaks existed in the carcass.”

This law was later called the “patriotic speed limit” in an attempt to gain compliance. From the beginning the UHP experienced difficulty in enforcing this restrictive speed. The hard work and combined efforts of the Patrol during this era, would be recognized at the end of the war by large budget cuts. This would not be the first time the image of the Patrol would suffer due to enforcement of an unpopular law.

With the implementation of the War Speed Limit of 35 mph, Patrolman Russ Cederlund was featured on the cover of the November 1942 issue of Public Safety, a national magazine devoted to promoting public safety. Patrolman Cederlund and Matt Haslam of the state road shop are shown replacing a 50 mph sign with a 35 mph sign. Because all of Utah’s 40, 50 and 60 mph signs were reflectorized, all of these signs had to be replaced. The old signs were stored in anticipation that the speed limit would be raised following the war.
Despite a 5 percent increase in motor vehicles in Utah from 1941 to 1943, Utah had a significant decrease in accidents, injuries, and fatalities. The chart at the top of this page represents this decrease:

Although vehicle miles traveled decreased 11 percent, fatal accidents in Utah decreased by 50 percent, the ninth lowest in the United States. Utah was the only state in the nation with an increase in motor vehicle registrations during this period of time. The only area of the state that showed an increase in fatal accidents was Utah County. Colonel Pete Dow immediately transferred two patrolmen from the southern district to assist the Utah County personnel in slowing down the many “chronic speeders” in Utah County.

During World War II, the Utah Highway Patrol established a safety inspection station at the Salt Lake District office located at 1225 North Beck Street. Inspections were performed at this location free of charge. Equipment was installed to check wheel alignment, brake efficiency, correct lighting, and other mechanical functions.

Approximately 90 percent of the automobiles tested failed to meet established standards. Motorists were given a list of the defects on their car. Patrolman Cederlund was in charge of this equipment. He told the Salt Lake Telegram, “We’re not trying to make wholesale arrests or anything like that. Each motorist owes it to himself and to his county - as well as to his fellow motorist - to see that his car is in perfect running order.” Later, the North Beck Street station included scales for weighing trucks.

By 1944, patrolmen were experiencing numerous problems with stickers on vehicle windshields. The law required a state safety inspection sticker, a federal automobile tax stamp, a gas ration sticker (s) (only the highest value should be displayed), and Army and Navy war industry entrance stickers (which were supposed to be displayed on the side wing windows). State inspection stickers were called “V-40” stickers. In 1942, every vehicle in Utah was required by law to be inspected at the same time, from June 1st to July 15th. By 1946, this inspection period was extended from May 15th to August 15th. Educating the motoring public as to which stickers were to be placed where was a never ending task.

In April 1944, the National Safety Council awarded Utah the Grand Award for 1943. A letter from Governor Herbert B. Maw to Colonel P. L. Dow stated, “Without question, this high honor has come to our State largely because of the efficient work performed by the members of the State Highway Patrol...”

The Patrol had proven that accident reduction is a direct result of aggressive enforcement. Following World War II, the legislature proved that budget cuts are often another direct result of aggressive enforcement.

### The Chief’s Trophy

In 1935, the President of the Utah Peace Officers Association, Salt Lake City Police Chief William L. Payne, established the Chief’s Trophy. This large, engraved cup was created as a traveling trophy to be awarded to the first place pistol team at the annual UPOA summer convention. The trophy had to be won three times consecutively for permanent possession. In 1935 the Chief’s Trophy was won by the Salt Lake County Sheriff’s Department. The following two years the trophy was won by the Salt Lake City Police Department. In 1938, the Provo Police Department pulled off a stunning
upset and snatched the award from the SLC PD. In 1940, the Utah Highway Patrol won the award for the first time. The UHP would win the award again in 1941 and 1942; thereby gaining permanent possession of the Chief’s Trophy.

The 1942 UPH winning team included Staff Sergeant Rulon Bennion, Sergeant L. A. Christensen, Sergeant O. P. "Bob" Howard, Sergeant Elmer Loveless, Sergeant Rink Smuthwaite, Patrolman Ray Clawson, Patrolman Vern N. Davis, Patrolman James C. Hunter, Patrolman Dean Schaerr, and Patrolman John Visser. The Chief’s Trophy was given to Bob Howard, the last living member of the winning team, during the 1970s. He died in December 1994. His wife, D’Rilla Howard, loaned the Chief’s Trophy to the Utah Peace Officers Association to be displayed at the Utah State Capitol in the Law Enforcement Museum created in 1995 by the Utah Peace Officers Association.

The tradition of the Chief’s Trophy continues today. In 1993, Sergeant Les Langford of the Utah Highway Patrol was writing a history of the UHP. Sergeant Langford also served as President of the Utah Peace Officers Association from 1993-1994. He created a traveling trophy to be awarded to the winning combat pistol team at the annual summer convention of the UPOA. Designated as the President’s Trophy, the large gold cup is patterned after the silver cup of the Chief’s Trophy. The first team to win the President’s Trophy in 1994 was the Utah Highway Patrol pistol team.

Radio Communications

Another priority of Colonel Dow was to establish radio communications with all patrol vehicles. The first radios offered one-way communication only. Aided largely by efforts from the Utah Peace Officers Association, the Utah State Legislature, and the federal government, this dream became a reality during the 1940s.

On May 31, 1942, the Utah Highway Patrol activated its first dispatch station, KUHP. Early radio consoles would transmit only.

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In January 1944, two new dispatch stations were installed: KUSG in Ogden and KPRV in Provo. In addition, a 200-watt transmitter, with the designation KBIS, was installed in a trailer as a portable communications center. By now, 20 additional cars in Salt Lake County were equipped with two-way radios.

Pro-Active Enforcement

Roadblocks & Safety Education

Training and productivity were two words that were quickly becoming synonymous with being a Utah State Patrolman. Standards were very much a part of the Utah Highway Patrol in the 1940s. Statistical sheets were distributed statewide showing activity by section and by officer. Patrolmen were encouraged to be pro-active in implement-
ing programs aimed at accident reduction and criminal apprehension. By setting personal goals and maintaining high standards, all patrolmen learned techniques in the apprehension of criminals.

Working out of St. George, Patrolman L. A. “Blondie” Porter arrested two auto theft suspects, two armed robbers, and two suspects bringing illegal liquor into the state during March 1940. With no radio communications, no teletype communications, no NCIC, and few telephones, patrolmen of the 1940s learned to be creative with their detection and apprehension techniques.

In June 1941, the death toll for Washington County stood at six deaths year-to-date. Five of the six deaths occurred in crashes where the drivers were in their teens and were unlicensed. Patrolman Porter and Patrolman Loren B. Squire of LaVerkin, announced an all out effort to locate, cite, and prosecute unlicensed drivers. Roadblocks were held in an effort to correct this problem. Statistics showed that seven percent of all drivers stopped at these roadblocks were unlicensed.

Following a series of auto theft arrests involving juveniles, Patrolman Porter began a public safety education program urging drivers to remove their keys from their vehicles, even when left for a short period of time. The enforcement tactics and public education efforts of Patrolmen Porter and Squire were typical of many patrolmen. Motivating officers to become an intricate part of the community in which they serve has always been a goal of the Utah Highway Patrol.

Manhunt near Toquerville

On September 26, 1944, Patrolman Loren Squire attempted to stop a vehicle traveling 50 miles per hour through Toquerville. It was almost 10:00 p.m. and the red spotlight of his patrol car completely illuminated the interior of the speeding vehicle; however, the driver did not slow. Patrolman Squire then activated the siren and still the driver did not respond. Pulling alongside the vehicle, Patrolman Squire crowded the vehicle off the oil and onto the gravel shoulder of the road. The vehicle began to slow, so Patrolman Squire dropped back to approach from behind. Immediately the driver stepped on the gas and whirled onto a side alley near the old rock building at the south end of Toquerville. Coming to the end of the road, the vehicle crashed into a fence before it could stop.

Patrolman Squire had already drawn his revolver and took cover across the hood of his vehicle. The suspect vehicle was still running, but with the lights out. Patrolman Squire could barely make out the face of the suspect. Patrolman Squire said, “What are you doing there, Bud?” Almost immediately Loren saw a flash and heard the thud of a bullet next to his head. Less than 30 feet separated Patrolman Squire from his attacker. Immediately after the shot, Loren heard the wires on a barbwire fence squeaking as if someone was crawling through them. Loren ran to the north corner of the rock building, but was unable to see anyone. Suddenly the hair on the back of his neck began to rise. Loren did not know exactly where the suspect was hiding. He would later recall, “For the first time I felt a chill of fright.” He looked quickly over his shoulder, but could not hear or see anyone.

Within minutes, several town members arrived to see what all the noise was about. Harvey Theobald, who lived a block west of the scene, had witnessed the chase through town, had heard the crash and then a shot fired. Right after the shot, he heard someone crashing through the orchard behind his house. Fearing that someone had shot Patrolman Squire, he ran to his car and started it. Just as he turned on the lights, a man hit the fence with such force that it tore out the staples on several posts in both directions. The man flipped head over heels, through the fence and into a ditch of water. Harvey watched him climb out of the ditch, cross a street, go over another fence, and continue running through another orchard.

Patrolman Squire went to a neighbor’s house and phoned Washington County Sheriff Antone Prince and Utah High-
way Patrolman “Blondie” Porter. A search of the suspect’s vehicle revealed two canvas bags, each packed with canned tuna, crackers, candy bars and a loaded pistol. There was also a loaded revolver in the glove compartment. In the back seat was a shoebox with $180 in silver coins. Evidently, the suspect had broken into a clothing store, because there were several new suits with the tags still on them, extra coats, several pairs of shoes, and fifty pair of socks, as well as other clothing.

The vehicle was later determined to have been stolen on September 20, 1944, from John Day, Oregon, where a bank had been robbed that same day. The Oregon plates were under the rear seat and the plates on the car had been stolen from a police car in northern Nevada.

Officers from several counties responded. They set up roadblocks and patrolled the entire area throughout the night. By daylight, many volunteers were scouting the area on horses and some on foot. Near the scene of the shooting, officers located the suspect’s footprints, which showed a bell in the heel of his shoes. Also found was the shell of the 32 caliber semi-automatic pistol which had been fired at Patrolman Squire.

On the second day of the manhunt, 13 FBI agents joined local officers. During the previous night, a light had been seen west of the highway about one mile north of Leeds. When investigating the area, shoe tracks with a bell in the heels were located.

On the morning of the third day, a chicken farmer north-west of St. George went to investigate the barking of his dogs. Seeing a man walking on the road to Enterprise and thinking that it may be someone who had run out of gas, the farmer called to him. The man immediately took off on the run and went into some brush. The Sheriff was called and soon discovered the same bell imprint in the footprints.

The search continued without any further sightings. On September 30, 1944, Deputy Sheriff Carl Caldwell again found tracks with bell heels. Tracking was very difficult, due to the brush and rock, and was a slow process. At 1:30 p.m., Deputy Caldwell, along with two FBI agents, approached Quail or Leeds Creek. This area was covered with a heavy growth of Box Elder and Birch trees, and had several intersecting trails. As they approached within a few feet of the creek, a man was seen climbing the bank on the opposite side. The sound of running water had prevented him from hearing the approach of the officers. The officers called to the man to put up his hands and give up. Instead, the suspect reached into a shoulder holster, drew a gun and fired twice at the agents. Immediately, the two agents dropped prone on the ground. Instinctively, Deputy Caldwell stepped behind a fallen tree. The agents fired twice at the suspect. The suspect

Roadblock on Redwood Road about 1945. Note the dark blue epaulets and the low-band antennas on the patrol cars parked on the right side of the road.

Reviewing Annual Statistics
Rulon Bennion, Colonel Pete L. Dow, Marion Snow
jumped back into the stream and began wading downstream, toward the agents. The suspect had not seen the deputy and was concentrating on firing at the agents.

Deputy Caldwell saw the suspect raise his weapon to fire and immediately returned fire, striking the bank in front of the suspect and showering him with dirt. The suspect again ducked behind the bank and moved further downstream. Deputy Caldwell also moved from his location. When the suspect peered over the bank, he could not locate the deputy. Not more than ten feet from the suspect, Deputy Caldwell fired, striking the bandit near the temple, killing him instantly.

A search of the body revealed a second loaded revolver in a shoulder holster. He was wearing a homemade vest with many pockets containing burglar tools, candy bars, fishing line and hooks. He also had a money belt containing $2,000 in currency. The money was later confirmed stolen from the bank in John Day, Oregon.

There was no identification on the suspect’s body. Fingerprints later identified him as Joe Lewis, age 44, New Jersey. He had escaped from the Texas State Prison in January, where he was serving a fifteen-year sentence. He had escaped from the Ohio State Prison before being sent to the Texas Prison.

Civil Service Commission

In 1944, the Utah State Legislature passed a Civil Service Act; however, no funds to operate the Commission were appropriated. Therefore, Governor Maw suspended the commission. Nevertheless, Colonel Dow operated the Utah Highway Patrol according to rules of civil service for the next year. In 1945, the Utah Highway Patrol Civil Service Act passed and was funded. Colonel Dow remembers that it was the last bill passed just before midnight. The Commission regulated personnel matters such as hiring, firing, promotions, demotions, transfers, and pay scales. The Commission was made up of three members appointed by the Governor. The first Commission consisted of: Elias J. Strong, Utah Automobile Association; Joe Fitzpatrick, Walker Bank; and Al Warden, Sports Editor for The Ogden Examiner.

Commission Chairman Elias J. Strong announced that effective October 1, 1947, 48 Utah Highway Patrolmen, first class, would be known as “Troopers.” The new name applied only to those officers who had completed the one-year probationary period. Officers still in their first year of service continued to be called “Patrolmen.”

Previous designations were “Patrolmen, second class” for probationary officers and “Patrolmen, first class” for officers who had completed probation, but had not received a promotion. The Utah Highway Patrol at this time consisted of six Patrolmen, 48 Troopers, six Lieutenants, five Captains, one Inspector and one Superintendent, totaling 67 men.

Tragedy in Tooele County

On Sunday, November 18, 1945, at 3:50 a.m., a Pacific Greyhound bus was traveling eastbound on Highway 40 approximately 46 miles east of Wendover, near Knolls. The driver, Everett Sidney Renfro, age 48, later told police that he had set his speed at 42 mph. A storm Saturday night,
combined with low temperatures, had glazed the road with a sheet of ice. The bus was loaded with 37 passengers, mostly military personnel, heading for Salt Lake City. Suddenly, the left front tire blew. The bus skidded out of control and traveled about 75 feet parallel to the road before overturning and bursting into flames. Most of the passengers had been asleep. They were awakened by a jolt and dense smoke. Those in the rear of the bus were unsuccessful in opening the rear emergency door. Frantically, the passengers kicked out windows and scrambled to safety. Many survivors later reported they feared they would not make it out, because they became entangled in curtains and luggage, which littered the interior of the bus. After exiting the bus, the passengers scrambled to safety as the tires exploded and burned. No one realized that those passengers in the back of the bus had not been able to exit.

Over one hour passed and no traffic came upon the accident scene. Suddenly, a vehicle appeared through the dense fog. The passengers waived frantically, attempting to warn the driver. The driver failed to stop and crashed into the rear of the smoldering bus. A California husband and wife had been traveling with their infant daughter. They were startled to see people standing on the road edge, waiving their arms. Moments later, they too were victims.

Utah Highway Patrolman Frank E. Eastman and Tooele County Sheriff Alma White were the first officers to arrive at the scene at approximately 6:00 a.m. Patrolman Eastman had to drive to Clion Service Station, west of Dell, to summon additional help, as two-way radios were only available in Salt Lake, Utah, Davis and Weber Counties at that time. Patrolman Eastman summoned assistance from Salt Lake County Patrolmen and from Tooele County Deputy Sheriff Milton Lee. Patrolman Russ Cederlund was one of the many officers that responded to assist.

A total of 27 injured were at the scene when Patrolman Eastman and Sheriff White arrived. Most of the victims were treated for burns, fractures, cuts, and shock. Many of the passengers were recently discharged servicemen. Their discharge papers and mustering-out pay were destroyed. All victims lost their luggage. The worst of the tragedy was discovered when large wreckers arrived from Salt Lake City and began to remove the wreckage. The charred bodies of six additional victims were found at about noon. There were five service men and one civilian.

Patrolman Russ Cederlund would later recall, “That was the worst I had ever seen. I had no desire to see another.”

The Post War Years

At the conclusion of World War II, Utah - as well as the rest of the country - entered the baby boom era. The war was over, life was grand, and alcohol was a major problem. The 35 mph War Speed Limit was dropped. The speed limit reverted to 60 mph in the day and 50 mph at night. These factors resulted
in an immediate increase in accident and fatality rates.

On August 6, 1945, Colonel Dow announced that all Utah Highway Patrol officers would work 10-hour days. This would allow coverage of county as well as state roads, and hopefully, reduce the number of accidents. Patrolmen worked six days a week for the next two decades. One officer recalled, “Time didn’t mean anything in those days. We had a job to do and we did it without worrying about the overtime hours we spent.”

Also in 1945, black and white patrol cars were implemented for better visibility in an attempt to further reduce traffic accidents. Motorcycles, which had been used since the beginning of

the Patrol were also phased out.

The Patrol averaged 12 to 15 DUl's per month during the war years. Immediately following the war, this rate soared to over 40 DUl's per month. Furthermore, many problems with vehicle equipment were detected. The Patrol implemented numerous roadblocks to combat this problem. During one blockade from 2:00 p.m. to 5:30 p.m., a total

of 94 large trucks were stopped and inspected. Only 12 trucks passed inspection. Traffic increased rapidly following World War II. Despite this increase, the Utah Highway Patrol struggled with budget cuts. The Patrol’s force of 70 officers in 1941 had been whittled to 58 officers by 1948.

Several remote areas of the state were particularly dangerous. One such area was the Uintah Basin. By 1946, the Rangely, Colorado, oil boom had hit. Club 40 was built at Artesia, Colorado. The midnight oil crews would stop for a few drinks before driving home to Vernal. Two dance halls west of Vernal were also hot spots for accidents. The Indian Reservation at Fort Duchesne and the high consumption of alcohol contributed to the problem. In one year, Sergeant Sam Hatch investigated 204 accidents, 14 of those involved fatalities. Sam recalled that he did not have time to properly investigate these accidents, just complete the paperwork and move to the next one.

To add to the problem, there were no ambulances in the Uintah Basin at this time. Sam would later recall, “We did the best we could with the injured. We sent them to the hospital on the floors of passing cars or in the back of pickup trucks. Hospitals and doctors often received these victims without any prior notice. Swain’s Mortuary had a hearse, which could be used as an ambulance. However, the problem was that Bessie Swain, had three boys who dated and partied in the hearse. Often, when the police had an emergency, the hearse could not be found. Furthermore, there was no overtime. Sam once stated, “Overtime was to me a nasty word. We had a job to do. We were all dedicated police officers. We all got along fine.”

**Changes in Uniform**

Colonel Dow implemented several changes in the uniform during his administration. The dark blue shirt was changed to a tan shirt with a black tie in 1943 or 1944. The tan campaign hat was the only hat authorized with this uniform. In 1945 or 1946, the uniform shirt was again changed. This time to light blue with dark blue epaulets. The traditional dark blue “bus driver” hat was again authorized with this uniform.

A new six-point badge was also first worn with this uniform. The Territorial Seal of Utah was adopted as the center of this badge; however, the circular shape of the Territorial Seal was not used. To preserve history, the Territorial Seal was placed in a shield, the shape of the first badge of the UHP.

The five-point badge found in the center of the original badge was engraved on either side of the words “Utah Highway Patrol.” The word “Police” was also engraved on this badge, the same as the first two badges. The officer’s badge number was engraved on a small plate, attached to the bottom point of the six-point star. For the first time, the ranks of sergeant and above were engraved on the badge.

On the centennial of the arrival of the Mormons to the Salt Lake Valley, the Utah Highway Patrol adopted the beehive as their official emblem. The beehive had been worn on the uniform since the late 1930’s; however, the emblem that had been used on the doors of the patrol cars and as the hat badge was the Utah State Seal. In 1947, the beehive was placed at all office locations of the Utah Highway Patrol.

Also in 1947, the Patrol adopted a new cocoa brown uniform shirt with
“army pink” epaulets. The uniform pants remained the same. The issued tie was black in color. The following year the tie was also changed to “army pink.” As had been the practice from the beginning of the Patrol, long sleeve wool shirts with ties were worn year-round.

Although the campaign “smokey” hat was implemented in 1935, the traditional style dark blue hat had also been worn, particularly during the winter months. This winter hat was also changed to cocoa brown to match the new uniform. With the implementation of the cocoa brown uniform shirt, the winter duty hat badge was changed from the Seal of the State of Utah framed with crossed night-sticks to the present day six-point star hat badge enclosing the Utah Territorial Seal and beehive. This new hat badge was also placed on the campaign “smokey” hat, replacing the circular Seal of the State of Utah. Due to the many changes in uniform from 1943 to 1947, several photographs have been located showing officers with several variations of uniforms during this period of time.

During the next two years the cross-draw holster, which had been with the Patrol since 1929, was eliminated. The new holsters were designed for a four-inch barrel revolver. Rather than buy new weapons, the Patrol simply cut the barrels of the existing weapons to four inches.

In 1947, Utah hosted the National Governors’ Conference. The Patrol was assigned security duties for this event and received national attention in their new uniform. Since 1947, the Utah Highway Patrol uniform has remained basically the same. Officers of various agencies often call troopers “brown shirts”.

A New Governor
A New Colonel

The 1948-1949 UHP budget consisted of $547,235.00, enough funding for 58 officers. This number was down from 67 officers just two years earlier and a high of 75 officers at the close of World War II. These cuts had come despite extensive growth and a significant increase in vehicle traffic in Utah. Colonel Dow asked the 1949 legislature for a budget of $1,030,00. Colonel Dow wanted to nearly double the size of the force from 58 to 100 officers. Although Colonel Dow was hopeful of significantly increasing the size of the Patrol in 1949, his career with the UHP was about to come to a swift conclusion.

In 1948, Governor Herbert B. Maw was seeking a third term in office. He was defeated by a substantial margin by Republican J. Bracken Lee. Governor Maw returned to the private practice of law. He died November 17, 1990.

Governor Lee was the former Mayor of Price. Governor Lee appointed Joseph W. Dudler, as the Colonel of the Utah Highway Patrol, effective April 1, 1949. Dudler had been a Patrolman with the Utah Highway Patrol from 1941 to 1945. In 1945, Dudler was elected Sheriff of Carbon County. Sheriff Dudler was a personal friend of J. Bracken Lee.

Governor Lee offered Pete Dow the position of Director over the State Bureau of Criminal Identification. Dow accepted, also effective April 1, 1949. The bureau functioned as a clearing house in the state for pictures, fingerprints, and records of persons involved in felonies. In 1949, BCI had approximately 400,000 records. Pete Dow would later recall that the job was mostly paperwork and “had no zip.” Dow was anxious to get back into police work. On November 1, 1956, Pete Dow accepted the position of Chief Deputy with Salt Lake County under Sheriff Beck-
stead. Dow held the rank of Captain. Captain Dow held this position for nearly ten years. He spent the remaining few years, working in the Salt Lake County jail. After 37 years in law enforcement, Pete Dow retired on November 1, 1969. Peter Lorenzo Dow died April 7, 1995.

The 1949 legislature gave the Utah Highway Patrol a powerful new tool in prosecuting drunk drivers. For the first time a presumptive level of intoxication was written into the law. That presumptive level was .15 percent BAC.

Fire struck the Patrol's dispatch center on February 6, 1949, at 11:30 p.m. Working around the clock, the Patrol's two radio engineers successfully brought the station back on the air 40 hours later with a transmitter borrowed from KCPW and office space donated by the Murray Police Department. In March, the operation was moved to a temporary facility consisting of a truck furnished by the State Road Commission and a transmitter furnished by KDYL radio. This arrangement was utilized until the dispatch office could be rebuilt.

Prior to April 1949, the UHP dispatch center located at the state capitol, operated only 16 hours per day. Colonel Dudler immediately ordered 24 hour coverage. It was therefore necessary to hire four additional radio operators, bringing the total dispatch strength to six.

Colonel Dudler completely reorganized the ranks of the Patrol. When Colonel Dudler took the reins of the UHP, there was one inspector, five captains, six lieutenants and no sergeants. Colonel Dudler eliminated the rank of inspector, demoted all but one captain, and reassigned most lieutenants to the rank of sergeant.

During this reorganization, one captain demoted to lieutenant resigned, one lieutenant demoted to sergeant resigned, and three troopers were promoted to sergeant. Following this reorganization the Patrol consisted of one superintendent, one captain, four lieutenants, eight sergeants, one radio engineer, one sergeant-chief clerk, and 42 troopers. All of these changes became effective July 1, 1949.

Another immediate change implemented by Colonel Dudler was equipping all patrol cars with a rotating red light for higher visibility. All new vehicles were painted a very distinctive black and white to further increase visibility. The Patrol was about to enter two decades of growth and prosperity.

**New Patrol Cars**

Colonel Joseph W. Dudler implemented a new distinctive black and white paint scheme on all patrol cars plus a rotating top red light for better visibility, beginning with the 1949 Chevrolets. (left to right) Colonel Joseph W. Dudler, Lyle Hyatt and Dan H. Beckstead.

Robert G. Ingersoll with a 1949 Chevrolet
1950
The UHP implements the “Red Cross on the Highway” program. All troopers complete advanced Red Cross first aid training. UHP begins blood shuttles. The UHP purchases the first “walkie-talkie” radio. The Patrol responds to Carbon County to maintain peace during a coal strike.

1951
The Utah Highway Patrol celebrates 25 years since the first full-time patrolman was hired. The Department of Public Safety is created and the Utah Highway Patrol becomes a division of this new department. The Utah Highway Patrol responds to a major riot at the Utah State Prison. The UHP is given command over the prison by Governor Lee. A 10-man riot squad is established by the UHP. Colonel Dudler orders all troopers to work 10 hours per day, seven days a week in an effort to halt the increasing highway death toll. A radio communication network is completed, linking Salt Lake, Price, Moab, Vernal, and Richfield. A special session of the legislature calls for building and operating 10 ports of entry. UHP troopers are to man these stations. The Ute Rangers become the official mounted posse of the Utah Highway Patrol.

1952
The UHP responds to Indian uprisings in San Juan County. The UHP begins opening port of entry stations throughout Utah. Field personnel are required to staff these stations.

1953
Several unmarked patrol cars are added to the fleet of black and white units. A roving patrol of five troopers is implemented. Port of entry personnel are hired and issued uniforms with light blue shirts. The shoulder patch is the shape of a shield with a beehive in the center and the words “Checking Station” on top.

1955
The Utah Highway Patrol begins using radar. The UHP now has eight port of entry stations that operate 24 hours a day. Two portable scale units are in operation. The campaign or “smokey” hat is phased out.

1956
Administration authorizes short sleeve uniform shirts without a tie, for summer use only.

1957
The UHP responds to another riot at the Utah State Prison. The UHP implements the “damage release sticker” program. Utah adopts the “Implied Consent Law.”

1958
Port of entry and dispatch employees became sworn peace officers. The shoulder patch for port of entry personnel is changed to the UHP beehive with the word “Weighman” on the bottom. Supervisors at the ports of entry are designated as corporals. Corporal’s shoulder patch includes the words “Checking Station Division” directly below the beehive. The shoulder patch for dispatch personnel is the UHP beehive with green lettering plus the word “Radio” and a green lightning bolt on the lower portion of the beehive. The Utah Highway Patrol Academy is established at Camp Williams to train police officers around the State. The UHP implements “military courtesy” within the ranks. A dress blouse is again adopted. Trooper Armond A. “Monty” Luke is killed on December 2, 1959.

The 1950 Ford was the first patrol car to display the Beehive on the doors.
Colonel Joseph W. Dudler set many goals for the Utah Highway Patrol. First, he wanted to coordinate all radio equipment of state and local law enforcement agencies to create an integrated network. To accomplish this task, the radio call signs of the Patrol were changed in March 1950 from KUHP to KOB 218. At this time approximately 50 percent of the Highway Patrol cars were equipped with radios capable of both receiving and transmitting. The remaining 50 percent could receive only. In addition, the Patrol purchased their first “walkie-talkie” radio in 1950. As was mentioned in the previous chapter, the dispatch center located at the State Capitol began operating on a 24 hour basis. By 1951 radio communications were completed, linking Salt Lake, Price, Moab, Vernal, and Richfield. By 1952 all patrol cars had been equipped with radios capable of receiving and transmitting.

Second, all officers received advanced training in first aid. This program was called the “Red Cross on the Highway” program. All troopers completed advanced Red Cross first aid training. Officers were also issued additional first aid equipment.

Third, the Patrol began closer coordination with the State Road Commission, the Tax Commission, the Fish and Game Commission, and the Civil Air Patrol. The walkie-talkie radios were first used in search and rescue missions with the Civil Air Patrol. The Ute Rangers were designated as the official mounted posse of the Utah Highway Patrol and assisted in search and rescue efforts, as well as performed during parades and rodeos. The Patrol also assisted several law enforcement agencies throughout the state. One of the first such duties under Colonel Dudler’s command was assisting Carbon County and Price, Utah, during a coal miners’ strike in 1950.

Fourth, Colonel Dudler began an active campaign to increase the field strength of the Utah Highway Patrol. After reorganization in 1949, the Patrol consisted of eight sergeants and 42 troopers/patrolmen. By June 30, 1952, that number had increased to 10 sergeants plus 66 troopers/patrolmen.

Red Cross On the Highways

In March 1950, Governor J. Bracken Lee announced the “Red Cross on the Highways” program. All members of the Utah Highway Patrol were given Red Cross first aid training by Trooper Mike Gale. Troopers who completed this training received Red Cross emblems, which were sewn on the right sleeve of the long sleeved shirts, directly above the cuff. Their patrol vehicles were marked with a metal insignia attached to the front license plate designating the vehicle as a Red Cross Emergency First Aid mobile unit.

Utah was only the second state in the western United States to have their entire fleet of Highway Patrol vehicles designated as first aid units. Washington State was the first. Colonel J. W. Dudler stated, “First aid training is one of the most valuable undertakings any police organization can institute.” Every six months, all Troopers received a refresher course in first aid from Trooper Gale. This program was the forerunner to the Emergency Medical Technician course that was developed twenty years later.
The 1951 legislature created the Department of Public Safety. The Utah Highway Patrol became a division of this new department. Other divisions included the Driver License Division, the Financial Responsibility Division, and the State Bureau of Criminal Identification. The Utah Safety Council also derived part of its appropriation through this new Department. Colonel Dudler was appointed as the first Commissioner of Public Safety. He served in this dual role until May 1952 when retired FBI Agent Jay C. Newman was appointed Commissioner by Governor Lee. In 1951, the Utah Highway Patrol also celebrated 25 years since the first full-time patrolman was hired.

In a prepared statement issued January 19, 1951, Governor Lee noted, “The alarming increase in the number of traffic fatalities has confronted the state with a most serious problem. Most of these accidents were the result of human failures of one kind or another, and with proper precaution might have been avoided.”

“I am calling upon all law enforcement agencies to intensify their activities in traffic law enforcement,” he continued.

“Finally, I am directing the state Highway Patrol superintendent to increase the hours state troopers spend patrolling highways until we are able to cope with this serious situation.”

Colonel Dudler immediately ordered all troopers to work 10 hours per day, seven days a week in response to the Governor’s order. Civil service pay for state troopers did not provide for overtime; therefore, the additional hours were worked without pay. Colonel Dudler also requested additional troopers from the legislature to further stem the rising death rate.

Colonel Dudler’s requests were granted, and on July 1st, 20 additional patrolmen were hired. They received three weeks of training at the University of Utah. Their starting salary was $235 per month. Included in this group of new hires was John D. Rogers, Mark L. Birch, Lamar W. Horrocks and Howard W. Powell.

In 1953, Colonel Dudler ordered several unmarked patrol cars to add to the fleet of black and white units in an attempt to catch habitual violators and reduce the death toll.

Commissioner Jay C. Newman

The first Commissioner of the Utah Department of Public Safety was retired FBI Agent Jay C. Newman. Newman joined the FBI in 1925 and had an extremely colorful career that spanned two and one half decades. Perhaps the most exciting action in which he participated took place the night of April 23, 1934, when he and other FBI Special Agents attempted to apprehend members of the notorious John Dillinger gang in their hideout at the “Little Bohemia Lodge” near Rhinelander, Wisconsin. The gang had taken over the
History of the Utah Highway Patrol

lodge, mounted a machine gun on the roof, and had held the owners hostage for three days when the lawmen attacked.

Forced to retreat from their stronghold, the gangsters escaped on foot through the forest along the lakeside, the only route that had not been blocked. A short time later, Newman, a fellow agent, Carter Baum, and a deputy sheriff approached a man entering a commandeered automobile, some two miles from the lodge. Seeing the officers approaching, the man immediately opened fire, killing Baum, wounding the deputy and shooting Newman in the forehead. Although dazed by the grazing shot, Newman was able to return fire. The gunman was able to escape and was later identified as the infamous George “Baby Face” Nelson - one of the most dangerous criminals of that gangster era. For the remainder of his life, Newman bore the scar inflicted by “Baby Face” Nelson, which nearly took his life.

Special Agent Newman was promoted to Agent in Charge of the Denver office in 1934. While serving in this capacity, he received a telephone call from an unidentified man who requested him to come to a certain room in a local hotel, promising that the meeting would be worth his time. At the hotel, Newman found a known Chicago fugitive waiting for him. The fugitive stated that he wished to give himself up. He stated that gangster “Doc” Moran had once told him that should he ever decide to surrender, he would be smart to go to Newman who “would treat him fairly.” The fugitive, a male nurse who had assisted Moran in changing the fingerprints of members of the Karpis-Barker Gang, was taken into custody by Newman and returned to Chicago for prosecution.

Prison Riots

On May 20, 1951, a major riot erupted at the Utah State Prison located at the Point of the Mountain. In a well organized plan, four guards were surrounded as prisoners were returning to their cells from the recreation yard. Doors leading from the security building to the administration building were blocked by means of a large fire hose. Thus the rioting inmates gained complete control of the main security building. The convicts could not escape the prison’s corridor, which was automatically sealed by electric locks once the riot began. Inmates vandalized the facility, breaking nearly every toilet bowl and wash basin. This incident involved 260 prisoners and was the worst riot to date in Utah history.

At 4:30 p.m., UHP dispatcher Paul Keller received a call from the prison that declared, “All hell has broken loose.” Keller said, “They told us to send as many cars as possible.” Within 15 minutes Highway Patrol cars from Salt Lake, Ogden, Provo, Price and Richfield were enroute. More than 60 members of the Utah Highway Patrol and nearly 100 officers from Salt Lake County Sheriff’s Office, Salt Lake City, Orem, Provo and Murray Police responded.

Inside—the greatest danger was to the four guards taken hostage by the rioting prisoners. Most guards had escaped as the riot was developing. Two other guards had locked themselves into a second story room. Prisoners used a table as a battering ram in an attempt to beat the door down. Several convicts confined to death row threatened to dispose of all hostages if it became necessary. The two trapped guards ripped two bed sheets into strips and made a rope. They then broke out the window and lowered themselves from the second floor to the ground near tower number three. Inmates also gained access to the prison hospital. All narcotics found were looted and distributed among the rioting prisoners. Inmates then destroyed electrical control panels, which left the entire facility in darkness.

Outside—officers surrounded the prison and turned on their vehicle headlights to compensate for the loss of electricity. Officers were armed with shotguns, handguns, sub-machine guns, and tear gas. Low hanging clouds and a steady down-
pour lent an eerie atmosphere as red and white spot lights reflected through the fog. One patrolman cracked, “Let’s choose up sides and have this thing out.” Following a four-hour standoff, the rioting prisoners returned to their cells. Prisoners had demanded the ousting of the deputy warden and the captain of the guards. The Utah Highway Patrol was given command of the prison for a short period of time by Governor J. Bracken Lee. Shortly after this riot, the UHP established a 10-man riot squad. They were trained in riot formations, tactical weapons, tear gas, baton tactics, and crowd control.

The 1951 riot was only the second time the Utah State Prison had to call upon outside help to put down a riot. The first incident occurred at the Sugarhouse Prison on December 3, 1945, when six “incorrigibles” broke out of their grade disciplinary section of the cellblock tier and released 30 other convicts. Then they broke a separating door giving the rioters complete control of the cellblock. More than 50 windows were broken. Reinforcements were called in from the Utah Highway Patrol and from several city police agencies. After nine hours of rioting, the convicts returned to their cells and officials regained control of the prison.

On February 6, 1957, five Utah State Prison inmates stabbed Lieutenant M. L. Coleman, a prison guard, during a late night basketball game. This incident was followed by another major riot. On February 7, 1957, members of the Utah Highway Patrol, Salt Lake County Sheriff’s Office and a score of prison officers moved into the prison to extinguish the riot. During this 14-hour riot, prisoners did approximately $50,000 in damage to the facility.

Sergeant Nick Thomas was one of the UHP officers assigned to enter and regain control of the prison. Moving in a wedge formation, troopers and prison guards moved down the main corridor checking and securing rooms. As they came to the end of the corridor, a large group of inmates had gathered to offer a final show of force.

The leader of the group was inmate Theodore Keener, 24, serving five years to life for assault with intent to commit burglary. Keener was one of the inmates who had stabbed Lieutenant Coleman. Keener started moving forward as the officers approached. Sergeant Thomas stepped forward, drew his .357 magnum revolver, and announced, “Step past that door and you’re dead.” Deputy Warden John W. Turner stepped to Nick’s side and said, “Now, now Nick, we can talk this over.” Sergeant Thomas replied, “That’s the trouble with your prison. Too much talk and not enough doing.” One of the cons hollered to Keener, “You better turn around. He means what he says.” Keener backed down and the riot was over.

Upon leaving the prison, Sergeant Frank Grant approached Sergeant Thomas saying, “Would you have shot him?” Nick calmly replied, “He never stepped past the door.”

The five prisoners who had stabbed Lieutenant Coleman were transferred to the Salt Lake County jail. Following an initial investigation, 17 additional inmates, labeled as “troublemakers” were transferred to the Salt Lake County jail. These inmates were loaded onto two buses and were guarded by 20 Salt Lake County Deputy Sheriffs. An additional 30 troopers in 15 UHP cars surrounded the buses as they moved north on state road 91 from the Point of the Mountain to the Salt Lake County jail.

Later, Warden Marcell Graham requested additional manpower from UHP Colonel Lyle Hyatt. The troopers were needed to supplement the prison staff following the resignation of eight prison guards at the conclusion of this riot. Prior to the riot, the guard staff at the State Prison consisted of 64 officers.
Shoot-out at Echo

In 1951, a Special Session of the legislature ordered the Utah Highway Patrol to open truck weighing stations throughout Utah. No additional funding had been provided by the Special Session, only additional responsibilities. As a result, field personnel were required to work one day a week at these Ports of Entry. In April 1952, the Echo Port of Entry was opened.

Mark L. Birch joined the UHP in July 1951, with field duties in Weber County. On June 7, 1952, Patrolman Birch was assigned to work at the Echo Port of Entry. Patrolman Birch was to replace Trooper Ted London. Earlier that same day, two men had failed to pay for a meal at the Echo Cafe, Coalville, Utah. The owner, Bert Cattelan, had driven to the Echo Port of Entry after an employee had spotted the two men at the edge of town. Trooper London wrote a note for Patrolman Birch, locked the Port and attempted to locate the two thieves. The cafe owner, Mr. Cattelan, also left in his personal vehicle.

Patrolman Birch arrived at the Port and found Trooper London’s message. A few minutes later, Mr. Cattelan returned to the Port and told Patrolman Birch that he had found the two suspects. Patrolman Birch locked the Port and accompanied by Mr. Cattelan, went to look for the suspects. They located both suspects at the junction of U. S. 30S and U. S. 189, about four miles north of Coalville.

Patrolman Birch exited his vehicle and ordered the pair to come to his car. Upon their approach, Patrolman Birch immediately began to frisk the younger of the two. As he completed his cursory search, Mark turned to frisk the other suspect. The older suspect immediately produced two revolvers and began to fire both weapons at point blank range at Patrolman Birch. Both weapons were .32 caliber break action revolvers. One was a five shot, the other a six shot. A total of nine shots were fired by the suspect at a distance of two or three feet.

Mark was struck twice in the right chest, knocking him to the ground. Despite excruciating pain, Mark was able to draw his issued .357 revolver and return fire. When all the shooting began, Bert Cattelan jumped from the patrol car and sought cover near the cement underpass. The pair of bandits quickly jumped into the patrol car and sped away in a hail of gunfire. Patrolman Birch successfully fired three rounds into the back window of his fleeing patrol car. One of the rounds exited the windshield directly in front of the driver’s steering wheel. Another round struck the steering wheel. The younger suspect laid on the front seat while driving to avoid the volley of gunfire.

Within minutes, John Weston, Laketown, Rich County, Utah, passed the fallen officers location. Mr. Cattelan motioned for the Weston vehicle to stop. Together they transported Patrolman Birch to the Summit County Hospital, Coalville, Utah. During this entire ordeal, Mark never lost consciousness.

Reed J. Parker, M. D., performed emergency surgery on Patrolman Birch to remove the two .32 caliber slugs and to repair the hemothorax that had caused his right lung to fill with blood. During the operation two blood transfusions were required.

Trooper London had covered the highway through Coalville and was circling back towards Echo Junction when the fleeing patrol car passed on U. S. 189. Ted recognized it was Patrolman Birch’s issued cruiser. He also saw the two civilian occupants and the bullet hole in the windshield. Turning to pursue, Trooper London saw the back window was also broken. Trooper London immediately radioed the Summit County Sheriff’s Department; however, his transmission went unanswered. Radio traffic in that area was generally only successful from Coalville south to Wanship.

Within a mile, the fleeing felons turned onto the Echo Dam. Crashing through a chain guard, the fleeing patrol car began crossing the dam. Trooper London knew the road ended at the spillway. Skidding to a stop, the felons jumped from the vehicle and began to run up an adjacent sagebrush canyon. Trooper London stopped directly behind Patrolman Birch’s vehicle and exited with his issued Winchester model 97 shotgun. Trooper London could clearly see one of the fleeing felons carrying a revolver in each hand.

Trooper London gave a verbal order for the two fleeing felons to stop. They ignored this order. Ted knew the distance was far too great for effective use of double 00 buck. Firing three rounds of buckshot over their heads failed to halt their flight. Trooper London drew his 4 inch barrel .357 magnum revolver and again ordered the suspects to stop. They continued to flee.

Trooper London then began firing at the suspect who was holding a weapon in each hand. The fifth shot found its mark. The distance was nearly 200 yards. The bullet entered...
the suspect’s body at mid-level and exited just below the ribs on the left side. He was killed instantly. He was still clutching the two revolvers used to feloniously assault Patrolman Birch. Further examination of the weapons revealed nine spent cartridges and one live round in each weapon.

The dead suspect was later identified at Carman John Barbaro, 23, of Long Island, New York. He had been on the run since going A.W.O.L. from the United States Army. He was accompanied by his younger brother, Anthony Robert Barbaro, age 18. Anthony had served three years for burglary at the New York Vocational Institution and was wanted for parole violation. He was later convicted and sent to prison for accessory after the fact, assault with a deadly weapon with the intent to kill.

Patrolman Mark Birch, age 27, spent six days in the hospital and six weeks off work. While recovering from his wounds, he completed his probationary period and was advanced to the rank of trooper.

Indians on the War Path

In 1952, the Sheriff of San Juan County called for assistance with an Indian uprising. One of the first officers to respond was Trooper C. Melvin Brown. Sheriff Tully advised Trooper Brown that the Indians were organizing a “big sing.” It was feared that alcohol was being transported to the sing and Sheriff Tully and Trooper Brown set up a roadblock.

Upon checking one vehicle loaded with Indians, Trooper Brown found a case of wine in the trunk. Trooper Brown ordered the Indians out of the vehicle. As they exited, two Indians bolted and ran. Trooper Brown drew his weapon and fired into the air, but the fleeing Indians just ran faster. Within minutes, a large congregation of Indians surrounded Sheriff Tully and Trooper Brown. They became disgruntled that the officers had detained the Indians and began to threaten Tully and Brown. Sheriff Tully understood that stopping Indians on their way to a sing was the same as standing in front of a church and telling people they could not worship. After the wine was confiscated, the Indians were allowed to continue to the sing.

The sing continued for three days and included dancing, chanting, and the formation of a war party. Reinforcements soon arrived from around the state. Colonel Dudler directed Sergeants Jack Gridley, Nick Thomas, Jack Sullivan, and Sam Hatch to organize the troopers into squads. Stationed in Bluff, these officers could clearly hear Indian drums several miles away. Since there was only one hotel in Bluff, most troopers were required to sleep on their patrol blankets on the ground or in their patrol cars. The Indians were singing about the arrival of the Utah Highway Patrol. The Indians classified the troopers as Cavalry. The Indian songs called them “Dangerous Soldiers.”

A Catholic Priest named Father LaBelle was stationed at the local mission and had lived with the Indians for years. Father LaBelle knew the reason why the Indians were on the “war path.” In treaties signed during the 1800s, it was agreed that land north of the San Juan River was the white man’s and land south of the San Juan River belonged to the Indian’s. Several white men had used heavy equipment to divert the river approximately 1/2 mile. Once the troopers learned what the dispute was over, they ordered the white men to move the river back to where it originally was.

Soon the uprising was over. The Indians continued the sing, praising the Utah Highway Patrol - Cavalry. Troopers were then called “Good Soldiers” in these Indian songs.

Colonel Marion A. Snow

Marion A. Snow joined the Patrol on March 10, 1932. He held the rank of patrolman, sergeant, lieutenant and captain. When Joseph Dudler was appointed Colonel in 1949, he reduced all but one captain to the rank of lieutenant. Marion Snow left the Patrol at that time and accepted an appointment with the Utah Safety Council effective
December 1, 1949. On September 10, 1950, he accepted an appointment as a special agent with the FBI. On July 25, 1951, Snow was appointed Deputy Commissioner in the newly created Utah Department of Public Safety. On April 1, 1953, Colonel Joseph Dudler left the Patrol to enter private business. Upon Dudler’s resignation, Marion Snow was appointed Colonel effective July 1, 1953. He occupied the dual position of Deputy Commissioner and Superintendent until March 1, 1955.

Colonel Snow immediately issued a directive to all employees, which read in part, “Traffic casualties this month indicate in a most forceful manner the immediate need for an all-out effort on the part of all enforcement personnel.” He continued, “Every man who wears his badge with honor and honesty” is directed to “approach each tour of duty motivated by the determination to prevent these accidents, stop every driver you observe in violation of the principles of safe and sane driving.” He concluded by saying, “To do less than our best is shameful and may actually contribute to the loss of more lives.”

Colonel Snow expanded the “Red Cross on the Highways Program” to include emergency shuttles of victims, blood, and equipment. Providing this service gave the Patrol immediate recognition. Two such incidents are as follows:

On August 6, 1953, a mercy shuttle from Richfield to Salt Lake was quickly set in motion when a two-year-old boy swallowed a nickel, which lodged in his throat. Sergeant Ted Hansen transported the boy and his parents from Richfield to Santaquin. Sergeant Mel Grant then raced through Utah County to Point of the Mountain. There, Trooper Don Jensen provided the final link to St. Mark’s Hospital. Emergency surgery removed the nickel and the small boy recovered completely.

The following week, on August 10th, a seven-year-old girl from Rocks Springs, Wyoming swallowed a pin, which lodged in her throat. A doctor told the parents to transport the child to St. Mark’s Hospital in Salt Lake for surgery. Highway patrolmen along the route were alerted, and escorted the speeding parents through towns in both Wyoming and Utah. This mercy ride also ended successfully with the removal of the pin.

On August 21, 1954, Colonel Snow implemented a roving patrol of five men. This crew targeted high accident areas and concentrated on enforcement of hazardous violations that contributed to accidents.

After serving two years as Colonel, Marion Snow resigned effective March 1, 1955, to enter private business in Gunnison. Three years later, Marion Snow returned to the Patrol and accepted the position of trooper on July 1, 1958, St. George, Utah. Trooper Snow later transferred to Gunnison where he worked until retiring on May 31, 1964. Marion A. Snow died on February 27, 1965.

Colonel Lyle Hyatt

Upon Colonel Snow’s resignation in 1955, Governor Lee appointed Trooper Lyle Hyatt, an 11 year veteran of the Patrol, to the position of Colonel. His appointment became effective March 1, 1955. A native of Price, Lyle joined the department as a patrolman on September 19, 1944. He described himself as a career law enforcement officer. He understood troopers and he implemented several changes for their benefit. Colonel Hyatt’s goals for the Patrol consisted of strict enforcement, better equipment, more officers, changes in the uniform, and better training.

The two division chiefs, Lieutenant E. Ross McDonald and Lieutenant Paul Christensen, reported that the number one problem with the rising death toll was “too much speed.” Officers were
issuing numerous citations for speeds of 90 to 100 mph. In 1955, the Patrol ordered four radars. These units were assigned to the roving patrols in unmarked cars. Immediately, the number of citations issued increased significantly. The following year, six additional radars were purchased and ten additional patrolmen were hired. During the first 10 months of operation, 4,452 speed citations and 10,026 speed warnings were issued with radar. In 1955, warnings were noted on a person’s driving record. An accumulation of several warnings could result in the motorist being summoned by the Driver License Division for a special examination to determine their fitness to continue to drive.

Colonel Hyatt did not like the “smokey” hat and in 1955 phased it out. Many long time members of the Patrol resisted this change and continued to wear this hat when away from the watchful eye of headquarters. Colonel Hyatt did implement several welcome changes in the uniform. Since the beginning of the Patrol, the long sleeve shirt and tie were worn all year. Uniforms were made of wool and patrol cars were not equipped with air conditioning. In 1955, the Salt Lake City Police and the Salt Lake County Sheriff’s Office adopted a short sleeve “summer” shirt. The Patrol authorized a short sleeve shirt with an open collar and no tie in 1956, to be worn from June 1st to August 31st only. Service stars were implemented in 1956. Worn above the right pocket, each star represented five years of service. Name plates were issued in 1958. In 1959, the Patrol authorized a dress blouse, the first since phasing out the dark blue uniform in 1943. A poll of troopers favored a return of the campaign hat for use with the dress blouse. Many believed that the “smoky” hat was the mark of a state trooper. Under pressure from Colonel Hyatt, administration refused to return to the campaign hat.

Colonel Hyatt asked the 1957 legislature for $75,000 to build a police academy. The legislature denied his request. Also in 1957, several sergeants attended a class at the University of Utah to learn about radioactivity. Each sergeant was issued a “radiation detection unit” and received specific instructions to monitor radiation in case of an atomic attack in the United States. This training was under the direction of Dr. Thomas J. Parmley (director of radiological work for the Utah Civil Defense program) and Dr. Ray L. Doran of the University of Utah.

On October 31, 1957, the Patrol announced the damage release sticker program, in an attempt to catch hit and run drivers. The program required all police officers to place a sticker on the windshield of any vehicle involved in an accident. Garages that repaired a damaged vehicle not displaying this sticker would be guilty of a misdemeanor, punishable with a fine of up to $299 and six months in jail. The program was implemented in 1958 and proved to be very successful. During the first year of operation, reported accidents statewide increased 40 percent.

**Ports of Entry**

A 1951 Special Session of the legislature charged the Patrol with the operation of truck weigh stations throughout the state. Two stations had previously operated on U. S. 91 at Santa Clara, and a second also on U. S. 91 just north of the Salt Lake City limits. The Santa Clara station closed in 1939 and the north Salt Lake station closed shortly after World War II ended. The legislature instructed the State Road Commission to build additional ports of entry at Perry, in Box Elder County; at Echo Junction, in Summit County; at Heber City, in Wasatch County; at New Peerless, in Carbon County; at Crescent Junction, in Grand County; at Monticello, in San Juan County; at Kanab, in Kane County; and at Wendover, in Tooele County.

During the months of October and November 1951, the Santa Clara and the North Salt Lake stations were again placed in operation. During the months of April and May, 1952, the stations at Echo Junction and New Peerless were opened. On June 26, 1952, the station at Perry was placed in...
The 1951 Special Session only directed the Patrol to open these stations; additional funding was not provided for staffing. For two years, field personnel were required to staff these ports. During the 1953 legislative session, funding was provided to employ weighmen. A uniform was adopted, consisting of a light blue shirt and a shoulder patch in the shape of a shield with a beehive in the center and the words “Checking Station” on the top. By 1954, ports of entry were in operation at all locations mandated by the 1951 legislature, except Kanab. The Kanab POE opened in 1955. In addition, a portable unit was added in 1955, with a second portable unit added in 1956.

In 1959, Port of Entry and dispatch employees became sworn peace officers. The patch for Port of Entry personnel was changed to the UHP beehive with the word “Weighman” on the bottom. The patch for dispatch personnel was the UHP beehive with green lettering plus the word “Radio” and a green lightning bolt on the lower portion of the beehive.

Ports of Entry were supervised by sergeants, while shift supervisors were designated as corporals.

In 1959, the Port of Entry operation consisted of three sergeants, 11 corporals, and 32 weighmen. Dispatchers were designated as operators and technicians were designated as radio engineers. In 1959, the radio division of the Patrol consisted of 24 operators and four radio engineers.

Within the ranks of the Patrol in 1959, officers in their first year of probation were still designated as patrolmen. Troopers had successfully completed probation. It was at this time that “military courtesy” was implemented within the ranks. All patrolmen and troopers were required to salute the rank of sergeant and above. Also in 1959, a dress blouse was again adopted. A general poll of officers wanted a return to the smoky hat; however, administration opted to stay with the standard police hat. On November 1, 1959, field strength of the Patrol stood at four lieutenants, 14 sergeants, 71 troopers and 11 patrolmen.

When most people think of troopers being injured in the line of duty, they immediately think of troopers being shot or stabbed. More state troopers are seriously injured or killed in traffic accidents than by weapons. The following three incidents are but a few examples of the dangers of being a state trooper.

On May 8, 1955, a jeep sideswiped a car that was making a left turn toward the Dixie Gas company in Washington County. The jeep rolled and skidded 147 feet after impact. The two occupants of the jeep were seriously injured. Twenty-one year veteran Trooper L. A. “Blondie” Porter investigated this accident and was assisted by Sheriff Roy Renouf. Once the injured were enroute to the hospital, Trooper Porter began to diagram the scene. Sheriff Renouf held one end of the measuring tape. Trooper Porter’s attention was directed toward an approaching vehicle. What Trooper Porter failed to see was another vehicle approaching from the opposite direction. The driver later stated that her attention was also directed to the oncoming vehicle and she failed to see Trooper Porter, who was taking measurements in the lane of travel. The vehicle struck Trooper Porter and sent him flying through the air. Sheriff Renouf quickly summoned help and began first aid. Trooper Porter suffered a compound fracture of the left femur. He was also bruised, bleeding, and in shock. For several days doctors tried to set the leg without success. Finally, Dr. McGregor inserted a 12-inch stainless steel pin into the center of the femur. Trooper Porter recovered fully and a few months later returned to work. He completed 13 more years with the Patrol.

In 1941 at Summit County, Trooper Ted London was working a roadblock with Trooper Jack Gridley. A drunk driver failed to stop and struck Trooper London, knocking him onto the hood of Gridley’s patrol car with such force that the hood was touching the engine. Ted received several broken bones and multiple skull fractures. Trooper Gridley

Cedar City - November 1, 1957
(back left to right) L. A. Porter, N. M. Johnson, J. Lowe Barton and J. B. Fox. (front left to right) Sgt. Robert J. Reid and ElRoy Mason.
performed emergency first aid, which was credited with saving Ted’s life. After many weeks in the hospital, Trooper London recovered fully. He later became the eighth Colonel of the Utah Highway Patrol, retiring with 34 years of service in 1976.

On October 15, 1955, 16-year veteran Trooper Roland Reese was patrolling highway 101, north of Hyrum in Cache County. He turned to pursue a speeding vehicle. As he attempted to close on this violator, a drunk driver pulled from a stop sign and struck Trooper Reese’s patrol vehicle head-on. The drunk driver’s girlfriend was killed. The drunk and Trooper Reese were critically injured. Roland’s 1954 Ford Tudor was not equipped with seat belts. He struck the steering wheel, dash, and windshield with tremendous force. His chest was crushed and his heart displaced. Both his upper and lower jaws were broken and a hole the size of a silver dollar was punched in his left cheek. He sustained a major concussion. His left leg was broken in two places, his right leg in one place, his right arm was broken and he sustained numerous bruises and contusions.

For six weeks Roland vacillated from unconsciousness to semi-consciousness. He was released from the Logan Hospital on December 23rd to spend Christmas at home. Following several operations and months of rehabilitation, Trooper Reese returned to work on June 1, 1956. He completed six more years with the Patrol, retiring at the mandatory age of 62.

Firearms Training

Since hiring with the UHP, Sam Hatch was discouraged because of the lack of firearms training within the department. During the 1950s, Lieutenant Hatch persuaded Superintendent Marion Snow to purchase an ammunition reloader and bullet sizer for the UHP. Sam also worked with Commissioner Jay Newman, and former Agent in Charge of the FBI, at Salt Lake City. The FBI gave the patrol their empty .38 special shell casings. Sam recalls that some years he was able to locate 50 to 75 thousand empty casings. Sam solved the next problem, where to get lead. The telephone companies used lead pipe for burying telephone lines underground. The lead gathered moisture which condensed on the inside causing the wires to rot and short out. Later, as the lead pipes were being

Santa Clara – 1935


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replaced, Sam contacted the telephone managers in Vernal and Roosevelt. Sam now had tons of lead-free. Sam also located used tire weights, which were made out of antimony. Sam learned to use 2 pounds of antimony to 10 pounds of lead. This formula made the lead hard enough to keep the barrel of a weapon from leading. Sam stated, “It worked real well.”

Sam then made a deal with the Uintah County Sheriff. Two prisoners were summoned to cast the lead and antimony into bullets. They also sized and lubed these wadcutters. Dispatchers on night shift would load primers, powder, and wadcutters into the empty casings. Through this process, approximately 100,000 bullets per year were loaded out of the Vernal UHP office.

Sam then set up a statewide training schedule and traveled throughout the state conducting firearms training. Training was provided for all UHP officers as well as city, county and fish and game personnel.

The Utah Highway Patrol Pistol Team, at this time, became known as Hatch’s Raiders. Competition during this period was mostly slowfire. Ten shots were fired off-hand in ten minutes at a distance of 50 feet. The targets at the time had a 10 ring, which was about the size of a silver dollar. Many officers became so proficient with their weapon that scores of 100 were recorded. In the mid-1950’s, the slowfire target was changed to a ten ring the size of a nickel. Scores dropped following this change; however, scores in the mid-90s were obtainable. About this same time, PPC competition began to grow.

The Practice Police Course was created by the FBI in an attempt to modernize police firearms training. This course became a standard for pistol competition and is still used today. Pistol teams during this period consisted of 2-man and 5-man teams. It was not until the 1980s that the 5-man teams would be dropped to 4-man. Due largely to the firearms program that was created by Lieutenant Hatch, the Utah Highway Patrol dominated pistol competition for several years. When Sam’s Raiders went to the firing line, everyone knew they were there to win. Also during the 1950’s, many wives undertook pistol competition. Often the women’s competition was just as fierce as the men’s. Husband and wife competition was also introduced. The Utah Peace Officers Association summer convention became the main focal point for this competition.

**Running Gun Battle**

On September 6, 1955, two bandits held up a liquor store and a bar at Baker, Nevada. The Millard County Sheriff’s Department notified trooper Gordon Farnsworth that the suspect vehicle was last seen eastbound on Utah 21. Trooper Farnsworth proceeded west on Utah 21. Near Milford, Gordon spotted the suspect vehicle traveling eastbound at a high rate of speed. He pursed the wanted vehicle, which accelerated to over 90 mph. Approximately six miles into the chase, the passenger pulled a .30-06 Springfield rifle from the back seat. Trooper Farnsworth responded by drawing his .357 magnum revolver and transferring it to his left hand. Immediately the gun battle was on. The first shot fired by the felon blew out the back window of the bandit’s vehicle. Holding his duty weapon out the left window, Trooper Farnsworth returned fire, striking the trunk of the suspect’s vehicle. The passenger fired a second shot which struck the front cross member of Trooper Farnsworth’s patrol car. Gordon closed the distance to approximately 100 feet and continued to fire at the fleeing felons. One of his rounds passed through the blown out back window and exited the front windshield. Another hit a suitcase placed in the back window by the passenger. The passenger continued to fire out the back window with his high-powered rifle, but failed to hit the patrol car.

Trooper Farnsworth knew that this running gun battle was about to enter Minersville. He pulled to the right edge of the road in order to obtain a clear sight picture and fired a round, which struck the right rear tire of the fleeing felon’s vehicle. The tire began to deflate at the same time the road made a sharp turn, a quarter mile west of Minersville. The bandit’s vehicle failed to negotiate the turn, ran off the road, and rolled two and one half times, coming to rest on its top. Trooper Farnsworth’s patrol car slid to a stop approximately 200 feet away and he exited his car carrying his department issued Winchester Model 97, 12 gauge shotgun loaded with 00 buck.

Trooper Farnsworth ordered
the duo to come out with their hands raised. The driver exited the rolled vehicle brandishing a rifle. As this felon swung the barrel towards Trooper Farnsworth, Gordon fired a round from his shotgun. The buckshot struck the side of the overturned vehicle and the driver quickly dove for cover. Trooper Farnsworth closed the distance and again ordered the two suspects to surrender. The driver again brandished the rifle and again Gordon fired into the side of the vehicle. The suspect then dropped the rifle and surrendered with his hands held high.

As Trooper Farnsworth approached to within 50 feet, he saw the passenger digging around in the overturned vehicle. Gordon ordered the suspect to surrender; however, this felon failed to give up. Gordon fired a third round into the vehicle. The bandit exited with his hands raised.

Trooper Farnsworth then searched and handcuffed both felons. They had only sustained minor cuts and bruises. The overturned vehicle was later determined to be stolen. Found inside were three rifles, two pistols and a large quantity of whiskey. All the weapons were loaded.

The driver, John Stewart, 21, Canton, Ohio had been paroled from the Ohio State Reformatory on May 26th. His passenger, Fred Arnold Frederich, 20, Chicago, had been paroled from this same institution on July 14th. They both later pled guilty before Fifth District Court Judge Will L. Hoyt to assault with intent to commit murder and were sentenced to five years to life in the Utah State Prison.

**Valor**

On July 12, 1956, Trooper Dee Rees and Sergeant Ray Evans were called to an overpass on U-108 near the Clearfield Naval Supply Depot. A moving company had been transporting a large section of warehouse over the east viaduct crossing the Union Pacific tracks and was caught on several power lines. Upon arrival, Trooper Rees saw the foreman, Joe Viehwig, attempting to force the lines over the ridge of the building. Mr. Viehwig made contact with one of the lines and received 2,300 volts of electricity. The jolt knocked him unconscious; however, he still had a grip on the wire. Trooper Rees jumped from his patrol car, located a wooden jack handle and climbed on top of the building. Dee lifted the line from Mr. Viehwig’s grip and began artificial respiration. Within a few minutes, Viehwig began coughing. He was transported to the McKay Dee Hospital in Ogden and was treated for third degree burns on his right leg, second degree burns on his hands, and abrasions on his face, which occurred when he fell. Trooper Rees later learned that the victim’s father and brother were both killed in the house-moving business. His father was killed two months earlier when he was run over by a moving truck and his brother two years earlier when electrocuted in an accident similar to Mr. Viehwig’s. There is no doubt that Trooper Rees’ actions saved Mr. Viehwig’s life.

**Sixth Sense**

Patrolmen and Troopers of the Utah Highway Patrol soon learned to observe minor details to solve major crimes. This close observance of irregularities has often been called a “sixth sense.” More recently this technique has been labeled “pro-active patrol” and “criminal interdiction.” The following case is but one example of how troopers developed this technique during the 1950s.

On June 24, 1959, Trooper Neil Bishop stopped a 1958 Chevrolet for speeding near Dell, Utah. The vehicle displayed a California plate; however, the rear plate did not have any expiration decal. The male driver was unable to produce a valid driver license. In the vehicle were three male passengers. Trooper Bishop separated the driver from the passengers and questioned him. The driver stated he was from Barstow, California, but could not tell Trooper Bishop the highway
number passing through Barstow. Neil contacted UHP dispatch in Salt Lake City. Radio operator George Jimerson checked the files and was unable to confirm stolen status on California plate RNZ 330. Trooper Bishop requested additional assistance and Weighmen “Doc” Wilson and Ned Deuel responded from the Wendover Checking Station.

Checking closer, Weighman Deuel found the expiration sticker on the front plate. A search of the vehicle produced four Smith & Wesson .38 caliber revolvers, one Ithaca, .45 caliber sub-machine gun, a box of .38 caliber, 200-grain bullets, and a Nevada license plate, W6373. A check of the plate confirmed the vehicle was stolen. The weapons had been stolen from a military base. The driver was Gerald R. Camper, an escapee from a detention camp of the U.S. Marine Corps. The three male passengers were found to be hitchhikers and had no knowledge of the crimes.

In 1959, Trooper Bishop had never heard the term “criminal interdiction.” Trooper Bishop simply knew that criminals often crossed the country on major interstate highways. He also knew that observant officers could apprehend these bandits by noting small discrepancies, such as a validation sticker on the wrong plate.

Troopers throughout Utah were experiencing this same success. Many stolen vehicles are recovered not by attempt-to-locate broadcasts or by simply running a license plate by NCIC. Veteran troopers learn to act upon their sixth sense and investigate further. The Utah Highway Patrol has excelled in the apprehension of felons.

**Camp Williams Academy**

In 1959, Sergeant Mike Gale and Staff Sergeant Ed Pitcher were assigned to Camp Williams to begin the Utah Highway Patrol Police Academy. Opening on July 6, 1959, the Utah Highway Patrol Academy provided two weeks of basic training to all new officers, Utah Highway Patrol as well as others. Sergeants Gale and Pitcher provided much of the training and coordinated the rest. They solicited the assistance of county attorneys, police officials, medical personnel, and National Guard personnel to serve as instructors at no charge. Mike was later promoted to Staff Sergeant. The rank of Staff Sergeant was only held by four members of the UHP as follows: Rulon Bennion, Dan Beckstead, Ed Pitcher and Mike Gale. Mike’s wife, Ellen, managed the Camp Williams Officer’s Club.

Classes included accident investigation, blockades and road checks, court appearances, criminal code, crime scene searches, defensive tactics, fingerprinting, firearms, first aid, history and origin of the police, interrogation, laws of arrest, local laws and ordinances, mechanics of arrest, and the vehicle code.

The Utah Highway Patrol continued to offer basic training for nearly every agency in the state. The Nevada Highway Patrol sent 10 men to one of these sessions. The total cost to other agencies was $45 per officer for lodging. For years, the Utah Highway Patrol and the Utah Peace Officers Association lobbied the legislature for funding to create a police academy. Their goal was realized in 1967, when the legislature finally created Peace Officer Standards and Training. The Utah Highway Patrol Academy continued to offer courses until the 1970s.

With the creation of the UHP Academy and the implementation of the new dress blouse, many administrators believed the image of the Patrol would be enhanced with the implementation of military courtesy. Close order drill was implemented at the Highway Patrol Academy. Patrolmen...
and troopers were required to salute officers of the rank of sergeant and above, including the Commissioner and the Governor. This practice continued from 1959 to 1961.

**Trooper Armond A. “Monty” Luke**
**December 2, 1959**

The Utah Highway Patrol hired Monty Luke August 1, 1936. On December 3, 1959, Trooper Luke’s patrol vehicle was found by a truck driver, partially submerged in the cold waters of the Sevier River about six miles south of Circleville, Utah. His body was found in the river about 50 feet from his vehicle. Investigators determined that Trooper Luke was traveling northbound on US Highway 89 at a high rate of speed, perhaps in pursuit of a violator, when he swerved to miss several deer crossing the roadway. After leaving the roadway, his patrol vehicle sheared off two large posts, rolled down an embankment and landed in the river. Trooper Luke was thrown from the vehicle. He died at the scene at the age of 55. Trooper Luke was survived by his wife, Wilma, a daughter and four sons.
Expanding Roles & Responsibilities

1960 - 1969

1960
The first sections of interstate are opened. The Utah Legislature empowers the DPS with authority to set guidelines for alcohol testing. Trooper George Dee Rees is killed on July 2, 1960.

1961
The Utah Highway Patrol purchases its first aircraft, a single-engine, four-seat Piper Comanche. The UHP headquarters moves from the State Capitol into the new State Office Building directly behind the Capitol.

1964
The “Utah Law Enforcement Teletype Network” is established, linking all dispatch centers in Utah and within the continental United States.

1965
The Utah Highway Patrol provides security for the Governor. All troopers receive riot control training and are issued a riot helmet.

1966
Weighmen and dispatchers are designated as troopers and receive basic training in weapons, report writing, and accident investigation at Camp Williams.

1967
Governor Rampton signs Senate Bill 66, an act providing for the training of peace officers and the establishment of a training academy, into law. Utah law reduces the presumptive level of driving under the influence to .08 percent BAC, the lowest in the nation.

1968
Utah is connected to the “National Criminal Information Center” (NCIC.) UHP cars are equipped with the first electronic sirens.

1969
Trooper Chuck Warren is shot during a felony stop of a stolen vehicle.

Cruisers - State Capitol - @1963
Note the three bubble gum red lights and the public address speakers.
In the Line of Duty  
Trooper George Dee Rees  
July 2, 1960

Darkness is a friend to most thieves. It is their greatest defense against detection. When the general public goes to sleep, criminals go to work. A felon’s greatest fear is detection, particularly detection by “the cops.”

“Hurry up with that screw driver,” barked the thief.

“Keep your shirt on. I know what I’m doing,” answered his partner.

Edwin Paul Merkel Jr., age 19, had been on the run since his release from juvenile detention at Stockton, California, eighteen months earlier. He had an extensive history of burglary, theft, and substance abuse. It was the early morning of July 1, 1960. Merkel feared that if he were caught again, he would go to prison. Merkel was joined by Jimmy James Babb, age 20, a drifter also from Stockton. They had been hopping freight trains, thumbing rides and stealing cars in several western states. They worked mostly at night, burglarizing small businesses for petty cash, cigarettes, and beer.

They had already downed several beers when they came upon Hadfield Auto Sales, a used car lot located at 3727 Riverdale Road, Riverdale, Utah. Once inside, the two young thugs went to work. They located a cash box and the key box containing the keys to all the vehicles parked on the lot. “I like that 58 Ford,” announced Merkel. “When you get that damn box open, find the key for it.” With a snap the lid popped open, and Babb scrambled to find the tag marked 58 Ford. Merkel had already located a dealer plate.

“Give me the screw driver,” ordered Merkel. “I’ll go put this plate on that car. You bring the key.” By the time Merkel had the plate mounted, Jimmy Babb came with a handful of keys.

“I can’t tell which one it is so I brought all of ’em,” said Babb. For the next ten minutes the pair tried key after key in the door of the 58 Ford.

“I hope to hell no cop drives by,” stammered Merkel. Then with a shout, “I got it. I got it.”

Jumping into the passenger seat Babb stated, “What will I do with these other keys?”

“Throw the damn things out the window,” barked Merkel.

Merkel fired up the engine, dropped the cruise-a-matic in gear, and punched the accelerator. The V-8 engine roared; and with squealing tires the pair of thieves were off into the night.

The following evening, July 2, 1960, just after midnight, they stopped for gas at a Riverdale filling station. “I’ll keep the engine running,” stated Merkel. “You pump the gas.”

As Babb stepped from the stolen vehicle, Merkel added, “Make certain it’s premium, I don’t want any of that cheap stuff.”

As soon as Babb topped off the tank, he jumped into the Ford and the thieves were again swallowed by the darkness.

Trooper Mark Birch #47, was patrolling US 91 in Roy, Utah, when dispatch broadcast the gas skip from the Riverdale filling station. The suspect vehicle was a gold and white late model Ford with a Utah dealer plate. Trooper Birch immediately remembered a broadcast the night before. He scrambled for his logbook. Yes, there it was; 1958 Ford, gold and white with Utah dealer plate - stolen from Hadfield Auto.

Trooper Birch pulled to the edge of the roadway and parked. Casting his patrol vehicle headlights across the roadway, Trooper Birch used his greatest asset - light. Within minutes a 1958 Ford crossed the headlights of Mark’s cruiser. Mark quickly glanced at the plate; it was a Utah dealer plate.

Trooper Birch dropped his 1959 Ford in gear and pealed out in pursuit. The thieves also saw the Utah Highway Patrol cruiser and the chase was on. Accelerating to well over 80 mph, Trooper Birch grabbed the radio.

“Ogden, 47, I am in pursuit of that reported gas skip. The plate is Utah dealer DLR 1090.”

“10-4, 47,” responded the dispatcher.

Dee Rees

July 13, 1918 – July 2, 1960
“Ogden, 47, I also checked my log. I believe this vehicle was stolen from Hadfield Auto yesterday,” stated Birch.
“Car 47, that’s 10-4, the vehicle is listed at 9-20,” replied dispatch.
“We’re southbound on US 91 at Sunset; the vehicle is traveling in excess of 80 mph, I’ve got a Roy police officer as backup. We’re going to try and box them in,” shouted Birch.

The blare of the sirens required Trooper Birch to speak loudly into the microphone of the 40-watt low-band radio. Troopers had to key the microphone for a full second to allow the tubes to warm up prior to broadcasting. Roy Police Officer Ken Russell joined Trooper Birch; and with lights flashing and sirens wailing, the two officers moved into a boxing maneuver. Suddenly, the suspect vehicle swerved violently towards the two patrol cars.

“Ogden, 47, the suspect just tried to ram us. We will not be able to use a boxing technique,” yelled Birch into the police microphone.

“Ogden, 47, the suspect has just accelerated to over 110 mph. Get me some roadblocks. This guy’s going to kill someone.”

Ogden Highway Patrol advised Davis County Sheriff’s Office and Salt Lake Highway Patrol. Within minutes, a roadblock was hastily set up by a Clearfield police officer and a Layton police officer. The suspect vehicle blew through the roadblock at well over 100 mph. The suspect then accelerated to 115 mph.

“We’ve got a maniac here and he’s going to kill somebody unless he’s stopped,” shouted Birch.

Trooper Birch had just completed his ninth year with the Utah Highway Patrol. He knew Utah law allowed the use of deadly force on a fleeing felon. He also knew the negative publicity whenever a police officer killed a juvenile fleeing in a stolen vehicle. He had told himself that he would never fire upon a fleeing stolen car, but this was different. This fleeing felon, this maniac, was going to kill an innocent party, unless he did something and did it soon.

Trooper Birch hesitated and then drew his Smith and Wesson, model 27 .357 magnum revolver. He transferred the weapon to his left hand. Trooper Birch knew US 91 like the back of his hand. He knew that at Shephard’s Lane the road was straight with no homes. He just prayed there would be no traffic. Approaching Shephard’s Lane and seeing no traffic, Trooper Birch leaned out the window and fired two rounds. The shots sounded little more than a cap pistol. With adrenaline rushing, sirens blaring, and speeds in excess of 100 mph, an officer’s perceptions are distorted. The road soon came to several curves and farmhouses and Trooper Birch holstered his duty weapon.

Trooper Herbert Volmar #107, had been listening to the chase and had set up a roadblock at Lagoon Lane and US 89. Trooper Dee Rees #46 and Trooper Roger Gilmore #116 established a roadblock at State Street and US 91 in Farmington. Another roadblock was located at Pages Lane and US 91 by Bountiful City Police Officers Leo Munk and Gordon Roxburg.

Roadblock is actually a misnomer. Due to several court rulings, police were required to leave the suspect an “avenue of escape.” Roadblocks were established with one or two police vehicles parked diagonally across the roadway with an area large enough to drive thru, should the criminal decide to “blow the roadblock.”

As Trooper Rees and Trooper Gilmore stood with shotguns at port-arms, Trooper Volmar radioed Ogden that he
E. Ross McDonald joined the Utah Highway Patrol on July 7, 1931. He was one of the first three sergeants promoted December 1933. He retired December 1, 1965 as a lieutenant. He was appointed Chief of Police Murray, Utah in 1966 where he served until 1972. He died February 7, 1987, at Aneheim, California at the age of 82. He is buried at Ogden, Utah.

Utah Highway Patrol, Provo, Utah - May 21, 1964

Back row (left to right) William T. “Bill” Duncan, John W. Winn (Winn was killed in the line-of-duty 9-22-71), LaMar W. Horrocks, Kenneth E. Harris, Lawrence J. Clark, Newell G. Knight, Charles D. “Chuck” Warren (Chuck was shot twice in the head 9-2-69), Willis L. Vincent, Richard D. “Dick” Hall, Owen H. Beardall, Earl Doug Robison.

Front row (left to right) Sgt. Nelson S. “Dick” Evans, Lt. E. Ross McDonald, Sergeant Melvin Grant.

Note: E. Ross McDonald below and on pages 13, 15, 17, 18, 19, 20, 21, 33, and 36. Also note Mel Grant below.

Patrolman Mel Grant with his issued 1935 Harley-Davidson, Model VLD, August 26, 1938. He joined the UHP on April 23, 1934 and retired June 1, 1964 as a sergeant. Every member of the Utah Highway Patrol has a rich heritage, built by those that have served the citizens of the State of Utah for over 85 years.
was set up at Lagoon Lane and US 89. Apparently Trooper Rees misunderstood this transmission and thought that Trooper Volmar had stated the suspects had blown his roadblock. This would mean the suspects had turned North on US 89 rather than proceeding South on US 91.

Trooper Rees yelled something to Trooper Gilmore; however, Gilmore could not understand what Rees said. Trooper Rees then jumped into his patrol car and headed north on the east side of the southbound portion of the divided highway.

As the stolen vehicle approached the intersection of US 91 and 89, the suspect drove around two slower moving vehicles and skidded through the merge intersection at over 100 mph. Trooper Birch saw the vehicle slide sideways and then he saw a cloud of dust. He thought the stolen vehicle had rolled. When Trooper Birch skidded to a stop, he saw that the stolen vehicle had struck another vehicle head-on. Looking closer, Trooper Birch saw the beehive emblem of the Utah Highway Patrol on the driver’s door. Trooper Rees had been northbound approximately 200 feet south of the merge when the stolen vehicle slid across the painted merge area and impacted Trooper Rees’ cruiser head-on. The force knocked Trooper Rees’ patrol car backwards over 80 feet.

Trooper Rees was pinned in his vehicle, as were Merkel and Babb in the stolen vehicle. Officers were able to pry open the driver’s door on Rees’ 59 Ford two-door sedan. Trooper Rees was alive and in great pain. The Patrol had recently installed seatbelts in all patrol cars. Trooper Rees had left the roadblock in such haste that he had failed to fasten his seatbelt. He had sustained fractures to both legs and both arms. His chest was crushed, his jaw was broken and he had massive head injuries. Trooper George Dee Rees, age 41, died at the scene while officers were placing traction splints on his broken legs.

An unknown semi-truck driver and a wrecker driven by Perry Stewart, hooked onto opposite ends of the stolen vehicle, stretching the frame, in order to gain access to the pair of car thieves. A Layton physician administered drugs and oxygen to Merkel. Babb was dead at the scene. Merkel was transported to St. Mark’s Hospital by the South Davis ambulance. The emergency room physician pronounced him “dead on arrival.”

Sergeant Ray Evans #33 responded to the scene and Lieutenant John C. Seddon #34 was notified. This tragedy came just nine hours after Assistant Superintendent John D. Rogers told newspaper reporters that all patrol officers and 29 weighmen would be on the road watching for violators during the July 4th holiday weekend. Crackdowns during holidays were common practice to reduce accidents, injuries, and fatalities.

Funeral services for Trooper George Dee Rees, Bountiful, Utah, were conducted Tuesday, July 5, 1960, at the Bountiful 17th Ward chapel. Trooper Rees was buried with full military honors provided by the American Legion and Veterans of Foreign Wars at the Bountiful Memorial Cemetery. He was survived by his wife, Maree, and a son, Michael, age 15.

Full Metal Jacket

Most members of the Patrol during the 1950s and 1960s preferred full metal jacket bullets. It was rumored that this round was an armor-piercing bullet capable of penetrating an engine block. Furthermore, when worn on the issued belt
loops, full metal jacket bullets did not discolor the officer’s uniform trousers, as did the lead tipped bullets. During an incident in the 1960s, the full metal jacket round proved to be anything but a “man stopper”.

On August 3, 1960, Trooper Keith Hooper was running radar on US 40, about 13 miles west of Duchesne. He observed a vehicle wanted by the Uintah County Sheriff’s Office for investigation of grand larceny of a large truck tire and rim. As Keith turned to pursue, the vehicle immediately pulled over and the driver jumped out. Trooper Hooper asked the driver to open his trunk, which he did. Inside was a large truck tire mounted on a rim.

The driver identified himself as Frank Robert Litizzette, Fort Morgan, Colorado. Inside the vehicle were two young boys, who said they were hitchhikers. Trooper Hooper told Mr. Litizzette to follow him to the Duchesne County Sheriff’s Office. The driver agreed and began following slowly.

At the main intersection in Duchesne, the driver suddenly accelerated and turned south onto State Road 33, heading up Indian Canyon. Trooper Hooper began pursuit, activating lights and siren. About two miles into Indian Canyon he drew his service revolver and fired two rounds into the air. The suspect continued for two more miles. Suddenly the car began belching blue smoke and rolled to a stop. The two hitchhikers jumped out and ran up a hillside. One of them yelled to Trooper Hooper, “He has a rifle.”

The driver was attempting to start his car, but without success. The driver then exited his vehicle with rifle in hand. Keith ran to the edge of the road and told the suspect to drop the rifle. The suspect then said, “Go ahead and kill me.” He then began to curse Trooper Hooper.

Keith began to walk towards the suspect ordering him to drop the weapon. At approximately 20 feet, the suspect suddenly pointed the muzzle of the rifle at Trooper Hooper. Keith fired and the suspect dropped to his knees. Again the suspect raised the muzzle and again Keith fired. This action was repeated a third time. Knowing his revolver was empty, Keith moved to the side. The suspect turned to aim the weapon at Keith. Keith then jumped the suspect and wrestled the rifle from him. Following a brief scuffle, Keith was able to handcuff the suspect.

The suspect had been shot once in the chest, once in the right side, and twice in the hip. His rifle was fully loaded with the safety off. The suspect recovered fully and stood trial for grand larceny and attempted murder. The two passengers were hitchhikers. One of them photographed the entire gunfight and arrest. Following this incident, many troopers replaced their full metal jacket bullets with lead nose, hollow points.

**Interstate, Aircraft and Communications**

The first sections of interstate highway were opened in 1960. Patrolling these divided highways proved to be challenging. Troopers soon learned creative methods to cross the center divider in pursuit of violators. It soon became obvious that more troopers were needed to adequately cover the interstate. An article that appeared in the newspapers in December 1960 stated that 40 additional men were needed immediately. The 1960 legislature also empowered the Department of Public Safety with authority to establish guidelines for alcohol testing.
In January 1961, the Patrol purchased its first aircraft, a single-engine, four-seat Piper Comanche. This plane had a high-wing configuration and a wide range of speeds, making it equally useful for emergency shuttles and search and rescue flights. The plane was also used for executive transportation, traffic control, emergency blood shuttles, and other law enforcement activities. Don B. Christopherson and Rex S. Nielson were the Patrol’s first pilots.

In the spring of 1961, UHP headquarters moved into the new state office building directly behind the State Capitol. The Patrol now had 3,758 square feet of office space on the third floor. The six-story facility also housed the State Road Commission and the other divisions within the Department of Public Safety.

By 1963 the Patrol’s airplane had proven so effective that a second plane was purchased. This aircraft was a 1961 Piper Super Cub, a two-seated craft with a high, fixed-wing. This economical plane was specifically designed for slow flight and was extremely effective for search and rescue and traffic patrol.

In 1964, the Utah Law Enforcement Teletype Network was established, linking all dispatch centers in Utah and in the continental United States. By this time, the Patrol’s communication network had grown to 13 radio stations.

The Patrol provided communications for most cities and counties in Utah except for Salt Lake and Weber counties, and the cities of Salt Lake, Ogden, Provo, South Salt Lake, Murray, Midvale, and Sandy. The Patrol also had direct communications with Wyoming, Idaho, Colorado, and Arizona. The Teletype network made communications throughout the nation possible.

In 1964, the single engine Comanche was traded for a newer twin engine Comanche. The twin was used to fly emergency shuttles and the Piper was used almost exclusively for traffic enforcement. In 1969, the twin Comanche airplane was traded for a newer model.

One of the worst fears of a state trooper is to be dispatched to a fatal accident involving family members. That fear became a reality for Trooper Ken Clements in 1961. Ken was dispatched to a car-train accident near Delta. Arriving at the scene, he found a young girl - she was dead. Ken then located a young man - he was badly injured. He then looked at the car and realized it was his own. The victims were his son and daughter-in-law. His wife had also been in the vehicle and was severely injured. Trooper Clements began to panic, as he was unable to locate his infant grandson. Fighting back pain, fear, and shock Ken administered first aid to his son and wife. Another trooper was dispatched from Nephi to take over the accident.

Several volunteers searched the area but were unable to locate the baby. Then the UHP dispatcher received a telephone call from the Delta Hospital requesting the Highway Patrol plane to fly a baby to Salt Lake City for emergency surgery. It was later discovered that two young boys were taking a shortcut near the accident scene, when they found the baby lying in an irrigation ditch, badly injured. Realizing the need for medical attention, they picked up the baby and ran to the hospital, saving the infant’s life.

On June 10, 1963, a group of explorer scouts and their adult leaders from Provo and the Salt Lake City area were headed for an outing to Hole-in-the-Rock, Kane County, Utah. They had loaded their camping gear into a large open bed truck. Most of the scouts and many adults were riding on top of their equipment. The last 63 miles of this journey would be traveled on a winding dirt road through some of the most scenic country in Utah. Starting up a steep grade, the driver attempted to shift from second to first gear. The transmission of the 1962 International failed to mesh and the driver revved the engine attempting to mesh the gears. The truck began rolling backwards. The driver applied the brakes; however, the brakes failed to hold. The truck rolled backwards and struck a tree. Ken, the son, and the son-in-law were killed instantly. The wife and infant grandson were critically injured. The wife was later pronounced dead. The infant died several days later.

A Trooper’s Worst Fear

Tragedy at Escalante
backwards 154 feet and then ran off the road and down a 30-foot drop off. The truck rolled onto its top, crushing many scouts and leaders.

Tom Heal, 15, and Brian Roundy, 14, were two of the less seriously injured scouts. They walked from the accident scene toward Escalante. After covering a distance of approximately two miles, they came upon Clynn Haws, a rancher from Escalante, who was repairing fences. He immediately summoned help.

Garfield County Sheriff George Middleton was first on the scene of the accident. Kane County Sheriff Leonard Johnson was in Kanab when he first learned of the accident. He drove the 175 miles to assist at the scene. Trooper Paul Blackburn also drove over 100 miles to arrive at the scene of this tragedy. When he arrived he found Trooper Dean Pierson loading injured scouts into his patrol car. Trooper Steve Brown was responding to the scene with Wayne county Sheriff Earl Brown. When they arrived in Escalante, Trooper Blackburn advised them to stay there, to assist with the injured which were being transported to that location. Trooper Otho Bulkley responded to the Panguitch Hospital where most of the injured were being transported by pickup trucks and station wagons. The Panguitch Hospital had a capacity of only 10 patients. During the next several hours 34 of the injured were treated at this facility. Seven explorer scouts and five adults had been killed. One more scout died a few days later. The accident investigation was turned over to the Utah Highway Patrol and Trooper Paul Blackburn served as the investigating officer.

The driver of the large truck was Ernest Ahlborn. Trooper Otho Bulkley met with Ernest and talked with him for several hours at the Panguitch Hospital. A witness to this conversation, Nina H. Steele, wrote the following to Colonel Lyle Hyatt. “I should like to take this opportunity to pay tribute to the highway patrolmen who assisted during the recent accident in this area with which 13 individuals lost their lives.” She continued, “I had the opportunity to observe how the highway patrolmen handled this situation because I spent considerable time with Ernest Ahlborn. I stayed with him until his mother arrived. Truly I have never seen such perfect efficient work, combined with human kindness and consideration. They were a wonderful group of men, but I believe I would like to single out Otho Bulkley to give special praise. I am sure he had spent a sleepless night and had been subjected to some trying experiences during that time. However, as I sat and listened to him talk to this young man, who was completely stunned, bewildered, and grief-stricken, I thought a man could not have shown more interest or done a better job if he were talking to his own son. He gave such good advice, many words of wisdom and consolation without placing the blame for the accident anywhere.”

Lieutenant Paul M. Christenson, in charge of the Richfield office, later reported that Sergeant Julian Fox and St. George mechanic Harry Lundin, discovered that the brake master cylinder was almost completely empty. Furthermore,
there were no leaks found in the hydraulic brake system. It appeared the truck simply had not been properly serviced prior to the trip. The accident cause was labeled mechanical, rather than driver error.

Mental Suspect with an Axe to Grind

On October 14, 1963, a mental subject, Allan Byrd Abraham, age 25, from Long Beach, California, stopped at a gas station in Cedar City just after 1:00 a.m. The station attendant, Abol Saffari, age 25, was an Iranian exchange student. Mr. Saffari filled Mr. Abraham’s car and was returning with change. Suddenly, Mr. Abraham pulled an ax from his car and said, “I am going to kill you.” Mr. Abraham then struck Mr. Saffari in the head with the blunt side of the ax, knocking him to the ground. The assailant then used the sharp edge to brutally attack his victim, inflicting deep wounds to Mr. Saffari’s left arm, thigh, leg and ankle. Mr. Saffari’s screams awakened the station manager, Lloyd Cox, asleep in an apartment above the station. The ax-wielding attacker then got back into his vehicle and drove away. Mr. Cox was able to record the license number plus a description of the suspect’s vehicle.

Within minutes police were summoned. Utah Highway Patrol dispatcher Bud Bowman called Trooper Gordon Farnsworth at home. The suspect’s vehicle was a white over green 1956 Chevrolet with California plate KGA 301. It was
last seen northbound on U. S. 91.

Approximately one mile north of Summit, Trooper Farnsworth spotted the vehicle. He attempted to stop the vehicle, which continued northbound until it reached the Bel Aire Cafe, south of Parowan. The driver immediately exited his car. Trooper Farnsworth ordered him to face his vehicle and put his hands on top of the car. The suspect refused to obey Trooper Farnsworth’s commands. The suspect stood 6 foot 4 inches and weighed over 250 pounds.

Suddenly, the suspect opened his car door and retrieved the ax used to assault the service station attendant. The suspect then struck Trooper Farnsworth in the left side with such force that it separated several ribs from his sternum. At the same time, Trooper Farnsworth drew his weapon and fired. The bullet struck the suspect; however, he showed no signs of being hit. The suspect again struck Trooper Farnsworth, this time in the right hand, inflicting a deep laceration to the wrist. Trooper Farnsworth fired again, striking the suspect a second time. Again the suspect showed no evidence of being shot. At this point Trooper Farnsworth could feel himself losing consciousness. He retreated to his patrol car with the ax wielding suspect continuing to attack. Trooper Farnsworth rapidly fired three more times. The suspect fell backward, still swinging the ax. He died at Trooper Farnsworth’s feet.

Later, an autopsy revealed that all five shots had struck the suspect. Two of the bullets had passed through the suspect’s heart. A background check verified that the ax wielding assailant had recently been released from a Florida Mental Hospital and then returned to his home in San Diego.

Trooper Gordon Farnsworth completed a colorful career with the Utah Highway Patrol, retiring on September 16, 1977, with 24 years of service.

**No Brains and No Fear**

The problem with many teenage criminals is that they possess a dangerous combination of no brains and no fear. Such an incident occurred in January 1964, when Officer Madson “Hy” Ipson, on duty at the St. George Port of Entry, observed a northbound stolen vehicle. He alerted Trooper Don Best, who attempted to stop the wanted vehicle a few miles further north. The driver, an 18 year-old AWOL Marine from San Mateo, California, accelerated to over 100 mph. Don called for a roadblock south of Cedar City. Troopers ElRoy Mason and Bill Burch, and Conservation Officer Gary Iverson blocked the road with two UHP cruisers near Kanarraville. Upon approach of the speeding felon it was obvious that the
fearless bandit had no intentions of stopping. Just prior to slamming into the roadblock, Trooper Mason opened fire with a .45 caliber Thompson submachine gun. The stolen vehicle was struck several times and then slammed into the blockade. Trooper Burch’s patrol car was hit and spun sideways in the road, striking Officer Iverson. The stolen vehicle was disabled and skidded to a stop. The fleeing felon was then taken into custody along with a 16-year-old runaway passenger from Chicago, Illinois. Officer Iverson was treated for minor bruises and abrasions. All three officers were thankful that no one was more seriously injured.

Swift Justice

While on routine patrol at Vernal, Utah, during August 1964, Sergeant Howard D. Powell observed a car bearing a California plate parked at a service station with a young male driver. Sergeant Powell decided to check further and ran the license plate. What Howard did not know that the station was at that very moment being robbed by the passenger of the same vehicle.

Service station attendant Kenneth Sutton, 19, of Vernal later testified that after the car carrying the two young men drove into the station, the passenger exited, pulled a gun, and announced, “Get back inside, open the till and give me the money.”

As Sergeant Powell was watching the vehicle, the passenger got back in and it sped away at a high rate of speed. Powell followed and stopped the vehicle about a block away. Still unaware that a robbery had been committed, Sergeant Powell approached the vehicle to ask for a driver’s license. When he arrived at the driver’s door, the passenger pulled a semi-automatic pistol and fired point-blank at Howard. The
Sergeant instinctively jumped backwards, just as the shot was fired. He then drew his service revolver and fired two shots through the rear window. The two bandits began to holler, “Okay, okay, we give up.” The passenger then threw out the weapon and both thugs surrendered.

It was not until Vernal City Officer Milburn Hatch Jr. and Trooper Ray Herrington arrived in separate cars to help, that Sergeant Powell found out the service station had been robbed. Dennis C. Desmarus, 19, and Joseph Siebold, 19, both of Anaheim, California, were taken into custody.

A Change in Command
Commissioner Raymond A. Jackson
Colonel Ray Evans

In the spring of 1964, Commissioner Jay C. Newman retired from law enforcement after serving 40 years with the FBI and the Utah Department of Public Safety. He died May 28, 1986.

In November 1964, Calvin L. Rampton was elected Governor of Utah. Governor Rampton appointed C. W. “Buck” Brady to the Commissioner’s post in February 1965. In March, Ray H. Evans was appointed Colonel. Commissioner Brady served for just over one year. Following his appointment, Brady was investigated by a Grand Jury for irregularities when he served as County Commissioner in Salt Lake County, some years before. Due to political pressure, he resigned from this appointment and was later indicted. At a later date he was found, “not guilty,” by a jury. However, the charges had completely ruined his reputation.

Following Brady’s resignation, Governor Rampton appointed Raymond A. Jackson as Commissioner, effective May 1, 1966. Commissioner Jackson had served with the Juab County Sheriff’s Office for 21 years, most of the time as Sheriff.

Ray Evans had worked as a Davis County Deputy Sher-iff before joining the Patrol in 1941. He had worked his way up through the ranks, remaining in Farmington his entire career. Officers that worked with Ray described him as loyal and dependable. One of Colonel Evans’ first changes was the implementation of a helmet and baton for riot duty. All troopers received riot training in connection with this new equipment. Members of Division I, under the direction of Lieutenant Willis E. Wood, renovated a school bus furnished by Box Elder County, for duties associated with riot control. The mobile command post also served as a transportation vehicle for officers, and as a temporary holding facility for prisoners.

In 1966, weighmen and dispatchers were designated as troopers and received basic training in weapons, report writing, and accident investigation at Camp Williams. For many years, the Utah Highway Patrol and the Utah Peace Officers Association lobbied the legislature for a police academy. Years of work paid off in 1967. With the passage of Senate Bill 66, mandatory training for peace officers and the establishment of a training academy became a reality. The legislature appropriated $65,000 for police training. While this amount was not significant, the fact that law now mandated basic training was seen as a major victory for law enforcement. Another bill labeled the peace officer retirement act failed. The 1967 legislature reduces the presumptive level of driving under the influence of alcohol to .08 percent, the lowest in the nation.

In 1968, Utah was connected to the National Criminal Information Center (NCIC). The very first inquiry fed into the Utah terminal was a “hit.” Patrol cars of the UHP were also equipped with the first electronic sirens in 1968.

Executive Protection

Approximately one hour after the inauguration of Governor Calvin L. Rampton in 1965, the Governor called Colonel Lyle Hyatt and asked for a driver. Staff Sergeant Mike Gale was sent and for the next few days he drove the Governor to his appointments, including the Inaugural Ball. The position be-
came permanent and was the beginning of the Executive Protection branch of the Utah Highway Patrol. Later Governor Rampton told Colonel Hyatt to promote Mike to Lieutenant. Mike was promoted on October 1, 1965. Today, the Department of Public Safety continues to provide protection for the Governor.

**Taken Hostage**

On October 9, 1965, Troopers Bill Himes and Leonard Jewkes were riding together, working US 50-6 east of Crescent Junction in Grand County. They stopped a speeding vehicle occupied by two males. The two troopers became suspicious and asked to search the vehicle. The occupants agreed and stepped from the vehicle. Upon opening the trunk, Trooper Jewkes found a bag of tools. Immediately, one of the occupants pulled a loaded pistol and stuck it in the ribs of Trooper Himes. Both Troopers were disarmed and walked at gunpoint to an area about 200 feet off the highway.

The two occupants were Ray Lindell Newton, 25, Odessa, Texas, and Sherrill Chestnut III, 25, Richfield, Utah. They had both recently been released from the Utah State Prison where they had been serving time for burglary and assault with a deadly weapon.

Trooper Himes urged the two felons not to commit murder. He later said, “I thought there was only a 50-50 chance of coming out of that alive.” The two cons argued their next move. One felon wanted to “waste” the two cops while the other wanted to handcuff them to a telephone pole. During this heated argument, one of the cons fired a round into the ground, near the two troopers. After several minutes of disagreement, the two cons handcuffed Troopers Himes and Jewkes to a telephone pole. They then returned to the patrol car, drove it into a ravine, and disabled the police radio by firing several rounds from the officers’ duty weapons into the radio.

The two cons feared that the troopers had radioed their license plate to dispatch prior to making the traffic stop. Their fears were correct. The fugitives drove west and ran their car off the road, concealing it in a gully. They then attempted to hail a passing motorist, Mrs. Frances Foye, a Monticello schoolteacher returning home from a Utah Education Association convention in Salt Lake City. Mrs. Foye refused to stop and drove to Crescent Junction where she immediately reported the incident. Combined with this information and the lack of communications with Troopers Himes and Jewkes, the Utah Highway Patrol requested roadblocks in Grand, Emery, and Carbon County.

Meanwhile, the bandits succeeded in flagging down an eastbound car driven by William Eugene Radar and Wendell J. Wilkie, who were returning from National Guard duty at Tooele Army Depot. At gunpoint, these two soldiers were forced to turn westbound and drive through Green River. About 10 miles west of Green River, the two hostages came to a semi-truck parked alongside of the road. The driver, Leon B. Kerr, Milliken, Colorado, was asleep in the truck. He was awakened at gunpoint and ordered to drive the fugitives. The two soldiers were forced into the sleeper. One convict, Newton, rode in the sleeper while the other, Chestnut, rode in the passenger seat with a pistol leveled on the driver.

About 25 miles west of Green River, the truck was stopped at a roadblock. As Trooper Don Christensen asked for the truck driver’s license, he observed a knee sticking out of the sleeping compartment. When asked if there was anyone in the sleeping compartment, the driver nervously stated, “No.” Trooper Christensen told the driver to continue on for a check at the weigh-in station near Castle Gate. Wellington City Marshal Delon Atwood was riding with Trooper Christensen. Also at the roadblock were Trooper Frank Whipple and Carbon County Deputy Sheriff Ned McCourt.

All the officers were notified and began to follow the semi-truck. Carbon County Deputy Sheriff Jay Fowler and Sunnyside City Marshal John Naylor joined them. The officers planned their next move. The truck turned off US 50-6 onto Utah 123, which goes to Sunnyside. As the truck neared an outdoor movie theater just outside Dragerton, some 80 miles from where the troopers were disarmed, the officers surround ed the semi-truck and drew their weapons. The two fugitives released their hostages and surrendered without further incident.

Trooper Himes and Jewkes were later found by a motorist,
still handcuffed to the telephone pole. They were both grateful to be alive. The troopers were lucky a second time when the motorist produced a set of bolt cutters and set them free. Knowing they had come extremely close to death, they both vowed that they would never again allow themselves to be taken hostage.

Quick on the Draw

Working remote areas of Utah, Troopers learned to solve problems on their own. Often backup is miles away. Troopers also must make split second decisions. One such incident occurred August 2, 1966, in Grand County. Patrolling east of Crescent Junction on US 50-6, Trooper Scott Skidmore observed an eastbound Pontiac traveling at a high rate of speed and displaying a New Mexico plate. Upon stopping this violator, the driver, Lee Ray Minton, age 32, stated that the vehicle belonged to his boss. Two male passengers in the back said they were hitchhikers, while a third male in the front said he was a friend of the driver. Trooper Skidmore asked Minton to proceed to Thompson for a telephone check. At that point Minton appeared nervous, but agreed to drive ahead of Trooper Skidmore to Thompson.

At Thompson, Scott attempted to call the registered owner, B. A. Backerman, Farmington, New Mexico. He learned that Backerman had moved to Las Cruces, N. M., which obviously surprised Milton. Backerman stated that he had owned the vehicle until a week prior, when he traded it for a newer model. He then added, “I did hear that the car had been stolen from a used car lot a few days ago.”

Trooper Skidmore stepped from the telephone booth and announced to Minton, “You’re under arrest for auto theft.” At this point the front passenger, Joseph Camillo Romero, age 20, pulled a .25 caliber semi-automatic pistol from his pocket and said, “Get out your handcuffs and put them on your wrists.” Trooper Skidmore attempted to persuade Romero to give up the handcuff idea by adding, “Put the gun away.” “Do as I say,” Romero answered. Turning to Minton he added, “Get his gun.”

Trooper Skidmore reached for his handcuffs with his left hand and flung them at Romero. Romero fired twice as Scott drew his .357 duty weapon with his right hand and returned fire. Both of Romero’s rounds struck Trooper Skidmore, one in the left side and one in the left leg. At the same time Romero was also struck twice in the chest. One round passed through his heart. He was killed instantly.

Scott then held his weapon on the driver while radioing for help. The other two passengers exited the vehicle and placed the handcuffs on the driver. Scott was transported by ambulance to Allen Memorial Hospital in Moab. When asked if he was scared, Scott replied, “Scared? There wasn’t any time to be. I just followed my reflexes.”

Federal Judge Willis Ritter sentenced the driver to five
years in the Utah State Penitentiary. The two passengers were later confirmed to be hitchhikers. Trooper Skidmore fully recovered from his wounds and completed 22 years with the Utah Highway Patrol, retiring in 1983 as a Lieutenant.

**Confessions of a Murderer**

Many major crimes are solved during routine traffic patrol. Sometimes crimes are discovered by officers with a listening ear. Just after midnight on January 9, 1968, Trooper Wayne Rider made a routine traffic stop on I-15 in Salt Lake County. The 19-year-old driver, Joseph Farris appeared distraught. Wayne asked what the problem was; however, the driver did not want to talk. After further counsel from Wayne, Farris blurted out, “I just shot my mom.” In a check with Bountiful Police, it was determined that Farris’ mother had been shot twice with a 12 gauge shotgun and was dead when police arrived. Farris’ sister, who had locked herself in the bathroom, witnessed the shooting.

Trooper Rider and Sergeant Neil Bishop accompanied the suspect back to Bountiful where he was turned over to the Bountiful Police.

**10-96**

Mental subjects are often drawn to police officers. They recognize peace officers as an authority figure and often resent authority. Extreme caution is always necessary when dealing with mental subjects, designated in the police ten code as “10-96.”

During the summer of 1968, Trooper Roger Fordham was working at the Wendover Port of Entry. A man entered the checking station at about 6:45 a.m. and announced that his car had been stolen. He then asked to use the washroom to clean up.

A few minutes later he exited and was bleeding from a self-inflicted cut to his throat. The subject was brandishing a pocketknife and told Trooper Fordham that he was going to kill him. He then lunged at Roger, who blocked the attack with his left hand while he drew his service revolver. Trooper Fordham fired one round, which entered the attacker’s left side and passed through his body. He was rushed to the Tooele Valley Hospital for treatment and was later charged with assault with a deadly weapon with the intent to do bodily harm.

**Patrol Vehicle Modifications**

In July 1969, the Utah Highway Patrol selected Sergeants Neil Bishop and Mark Birch to travel to California to learn more about freeway patrol. Working with the California Highway Patrol, Sergeants Bishop and Birch brought back information that is used to this day.

The main thrust of attention is to keep the traffic moving. Patrol cars equipped with push bumpers are used to open lanes of traffic due to stalled vehicles, and vehicles involved in minor accidents. Accidents that involve drivable vehicles are moved off the freeway to a safer location. Final resting positions of vehicles are marked with spray paint and vehicles are moved out of the lanes of traffic as soon as possible. “Pink tags” marked abandoned vehicles and vehicles left over a designated amount of time are towed, “hold for owner.” Fluorescent cones are used to channel traffic around accident scenes. Troopers must always be cognizant of the distance required for drivers traveling at freeway speeds to safely react to problems ahead.

Perhaps the accomplishment most remembered by the troopers was the purchase of AM radios and air-conditioning in patrol vehicles. For years, the Utah Highway Patrol administration argued that these items were a luxury and not necessary for effective police work. The California Highway Patrol administration told Sergeants Bishop and Birch that the resale value of vehicles with AM radios and air-conditioning would cover the additional costs of these items. Sergeants Bishop and Birch presented this suggestion to the UHP administration. Since 1969, all UHP vehicles have been equipped with AM radios and air-conditioning.

Another major change made at the close of this decade was the reduction of the workweek from six days to five. The salary of a trooper was about $400 per month in the late 1960s. They received an additional $50 to work the extra day. Many troopers feared that by reducing the workweek to five days, they would lose the additional $50 to work the extra day. Commissioner Jackson met with key legislators and pointed out how much more efficient and productive officers would be with two days of rest, rather than just one. Legislators accepted this argument, but countered by arguing that troopers should not be paid for their lunch hour. The workweek was reduced to five days a week, nine hours per day. There was still no funding for overtime.
Charles D. “Chuck” Warren joined the Utah Highway Patrol to help people. Like most troopers, he had numerous occasions to help. One of Chuck’s greatest memories occurred on September 2, 1965. Chuck was on patrol in Utah County when he received a call that a woman was in labor at a farmhouse in Mona. The valley was deadlocked in one of the worst snowstorms of the year.

Chuck later recalled, “I went to the farmhouse and was met by an elderly lady. She said she was sure glad that someone was there who knew what he was doing. I thought, ‘Lady, if you just knew.’”

“I put the pregnant woman in the back seat and headed for the Nephi hospital. When I got to Mona Main Street, the dispatcher said the doctor couldn’t be located, to head for Payson. So I turned around and headed north.”

“I was again called to cancel Payson, they’d located the doctor in Nephi. So around I went and headed south.” Within a few miles the weather became worse. Trooper Warren radioed dispatch that he would have to continue to the Payson Hospital. About that time, the pregnant lady started screaming that the baby was coming. Chuck pulled over to the side of the road and promptly delivered not one, but two babies.

He later said, “I had arrested a drunk the night before and had a bottle of his whiskey under the seat of the car. I washed my hands in it to sterilize them and then washed my pocketknife off. I tied the cords and cut them.”

Nineteen years later, on September 25, 1984, these twin boys visited Trooper Warren shortly before they left on missions for the LDS Church.

On September 2, 1969, Trooper Warren saw a suspicious vehicle northbound on I-15 at Spanish Fork. He ran a check on the license plate. His suspicions were confirmed when the dispatcher broadcast that the vehicle was stolen out of California. Chuck called for backup and continued to follow the vehicle. The stolen vehicle exited the freeway and headed toward 400 South, Springville. Springville Patrolman Floyd Duke arrived and assisted Trooper Warren in stopping this felon.

Trooper Warren unsnapped his .357 magnum revolver and began walking toward the stolen vehicle. The driver looked at Patrolman Duke and then turned suddenly and fired. Chuck was struck twice in the head. Patrolman Duke returned fire into the windshield of the stolen vehicle. Trooper Clair Rasmussen arrived to see Chuck go down. The driver of the stolen vehicle fled south into a cornfield in a hail of gunfire from Trooper Rasmussen. Trooper Lawrence Clark arrived shortly thereafter and joined Trooper Rasmussen in searching for the suspect. A passenger in the stolen vehicle was arrested without incident.

Trooper Doug Staheli and Utah Fish and Game Officer Bob Tasker, tracked the suspect for the next three hours. The suspect was again spotted and fled in a hail of gunfire. Although the suspect fell, wounded with shotgun pellets, his wounds were not serious. He had been struck in the hand and in the back.

Chuck was in a coma for two months. Doctors were
only able to remove a small portion of one of the bullets. A steel plate was inserted to repair massive bone damage. Elder Thomas S. Monson, one of the Council of the Twelve Apostles of the Church of Jesus Christ of Latter day Saints, administered to Chuck. It was truly a miracle that Chuck lived. When Chuck came out of the coma, he could not speak, his entire left side and lower extremities were paralyzed. Over the next several weeks, his speech slowly returned. Chuck was allowed to come home for a few days during Christmas 1969. As the ambulance, which carried Trooper Warren, crossed the Point of the Mountain, Chuck picked up the radio microphone and called, “82 Provo, 10-8 south.”

Governor Calvin L. Rampton worked for passage of a special bill that allowed Chuck to continue to serve as a member of the Utah Highway Patrol. It was affectionately known as the Chuck Warren law. That law is still in effect today, which makes it possible for any state trooper, who is 100 percent disabled through a criminal act by means of a deadly weapon, to receive full compensation until the retirement age of 62 years.

Confined to a wheelchair and paralyzed, Chuck would not give up. Trooper Warren continued to monitor a police scanner. He knew all the police officers by name and would call UHP dispatch daily to keep in touch. Chuck continued to write in his police log. He once wrote, “I am now receiving therapy in my home with lots of hope that someday, I will be able to serve my State in some way. I feel that I am not permanently 10-7 and will not be until they put me in the ground.”

Trooper Chuck Warren retired from the Patrol on December 29, 1987, after more than 31 years of service. He was immediately appointed a member of the Honorary Colonels Association. He was awarded the Department of Public Safety Purple Heart in November 1992. Chuck died on May 16, 1994, and was buried with full military and police honors. At his funeral Sergeant Les Langford read the Trooper’s Lament.

Two Decades of Growth

The past two decades were growing years for the Utah Highway Patrol. Legislation passed in 1967 provided for additional troopers based on the number of vehicles registered in the state. This law provided for extensive growth of the Patrol at the close of the 1960s. Field strength had increased from eight sergeants and 42 troopers in 1950, to 20 sergeants and 147 troopers in 1969. Radio personnel increased from six radio operators in 1950, to 38 radio operators and eight engineers and technicians in 1969. Dispatch centers increased from one facility located at the State Capitol in 1950 to 13 facilities throughout the state. Ports of entry had increased from two part-time facilities in 1950 to 147 troopers in 1969. Radio personnel increased from six radio operators in 1950, to 38 radio operators and eight engineers and technicians in 1969. Dispatch centers increased from one facility located at the State Capitol in 1950 to nine permanent facilities plus two portable units in 1969. Three sergeants and 55 troopers staffed the Ports of Entry. The interstate highway was continuing to grow, as was the population of Utah. During the next two decades many more changes would come to the Patrol.
1970
The Utah Highway Patrol participates with other police agencies in the Alcohol Safety Action Program (ASAP). Patrol cars are equipped with push bumpers, air conditioning, and AM radios.

1971
The Utah Highway Patrol responds to a coalmine strike in Carbon County. Trooper John R. Winn is killed on September 22, 1971.

1973
The UHP establishes the Beehive Award Program to stimulate the recovery of stolen vehicles and the apprehension of suspects. UHP troopers use moving radar for the first time.

1974
The Utah Highway Patrol started to enforce the 55 mph national speed limit. Trooper William J. Antoniewicz is killed, December 8, 1974.

1975
The campaign hat is again implemented and the “bus driver” cap is discontinued. All field troopers complete a 40 hour Crash Injury Management Course.

1976
Agent Robert B. Hutchings, while serving with the Narcotics and Liquor Law Enforcement Division, is killed on July 20, 1976.

1977
The Patrol hires the first female trooper, Marci McGregor. The campaign hat color is changed to chocolate brown and a tan straw hat is also adopted for summer use. The Utah Highway Patrol responds to a major coalmine strike in Carbon County.

1978
For the next two years, troopers are phased out of dispatch and replaced with civilian employees. CB radios are installed in patrol cars. The UHP joins the Combined Accident Reduction Effort, (Operation C.A.R.E.), a cooperative interstate traffic safety effort during high-traffic holiday weekends. The UHP implements physical fitness training during in-service training. Trooper Ray Lynn Pierson is killed on November 7, 1978.

1979
The UHP implements a radar certification program. The Accident Reconstruction Team (ART) is implemented.
Letter of Praise

Every police agency receives letters of praise. One letter to Colonel Ray Evans, dated July 31, 1970, praised the actions of Troopers Clifton Green and Riley Blanscett. Mrs. Mark Wagstaff of Roy, Utah wrote, “On July 23, 1970, two of your men helped save the life of our 11-month old son. He had eaten a mouthful of mud highly concentrated with chlordane and parathion. This particular poison releases the body fluids to the lungs and the victim drowns.”

While speeding to the hospital, Mrs. Wagstaff saw Troopers Green and Blanscett parked along side of the road. She approached the troopers with her lifeless baby in her arms. Trooper Green drove to the hospital while Trooper Blanscett began mouth-to-mouth resuscitation.

The letter continues, “Dr. Way, our pediatrician, said the thing that probably saved our baby was the resuscitation kept the mucous going up and down his throat so it couldn’t clog or settle on his lungs.”

The letter concludes, “I’m sure you can understand our feelings toward these two men. They know their job and carry it out with excellence. This experience has made the value of the Utah Highway Patrol crystal clear in our minds, and we do thank all of you for the services you render from day to day, but especially we want to given thanks to Troopers Clifton Green and Riley Blanscett. They clearly saved the life of our son, and we will be eternally grateful to them. We certainly commend you for having such valuable men and will never forget what they have personally done for us.”

Shooting at Monticello

On January 1, 1971, at 8:20 p.m., Trooper Robert “Bob” R. Low was on routine patrol, 14 miles north of Monticello on US 160 when he stopped a car bearing Texas license plates for an improper pass. The driver produced a license, which did not match the registration. During this investigation one of the two male occupants pulled a pistol and stuck it into Trooper Low’s ribs. The other then disarmed Bob and ordered him to return to his patrol car. He was then forced at gunpoint to drive the two bandits in his patrol car onto a seldom-traveled secondary dirt road that leads to Indian Creek State Park and Canyonlands National Park.

Trooper Low knew the two bandits were desperate. What he did not know is that they had killed a Phoenix policeman on December 28, 1970, and the vehicle they were driving was stolen. Trooper Low soon ascertained that the two felons planned to take him off the main traveled road to execute him. Rounding a sharp turn, Bob accelerated and then jumped from the vehicle. As he jumped the two felons both fired their weapons. One round struck the driver’s door; the other struck Bob in the back. He rolled down an embankment as the two felons scrambled to gain control of the erratic patrol car. Bob ran to an irrigation ditch and lay motionless as the two felons drove back and forth looking for the wounded trooper.

Finally, the two felons planned their next move. They used the patrol car to stop a vehicle driven by Roger Leon Hartman, who was accompanied by his sister, Maria. They handcuffed Mr. Hartman’s wrist to his sister’s ankle and left them with the abandoned patrol car. The two thugs then departed for Colorado.

Trooper Low lay motionless in the irrigation ditch for nearly one half hour. He was in intense pain and was bleeding profusely. Finally, convinced that the two felons had fled, he crawled from the ditch and flagged down a passing motorist, who transported him to Monticello.
Once the abandoned patrol car and the Hartman’s were located and released, an all points bulletin was broadcast. Approximately one hour later, Colorado State Trooper Sherman Kenell spotted the vehicle heading toward Cortez, Colorado. Trooper Kenell followed and requested a roadblock. Montezuma County Sheriff’s Deputies and Cortez City Police Officers established a roadblock just west of Cortez. The two felons successfully drove through the roadblock and were later apprehended following a high-speed chase and a crash, which injured the two felons. They were later extradited to Arizona to face murder charges.

Bob Low underwent four surgeries and spent the next eight and a half months recuperating from his injuries. He told visitors, “Next time, I’ll be just a little more cautious.” The “next time” came just 12 days after returning to work.

San Juan County Deputy Sheriff Verl Green accompanied trooper Low. Bob stopped what he thought was a routine traffic violator and upon approaching the vehicle the driver shoved a .32 caliber pistol out the window and stated, “Get your hands in the air and get your partner out of the car.”

As Trooper Low raised his hands, Deputy Green immediately knew that something was terribly wrong. Verl drew his pistol and obtained a sight picture on the rear window of the suspect’s car. Trooper Low then jumped to the side and Verl shot the back window out. The suspect attempted to exit the passenger’s door. Bob ran to the passenger side and fired two rounds. Deputy Green also fired again. When the shooting stopped the suspect was dead, slumped on the front seat of his car, the .32 auto still clutched in his hand.

The vehicle was later determined stolen, October 6, 1971, from Los Angeles. The driver had also committed several armed robberies. Trooper Low would later state, “It’s lucky Deputy Green was with me. I don’t even like to think what might have happened had I been alone.”

On the anniversary of the first incident, Trooper Bob Low was awarded the Legion of Valor by the American Federation of Police. Bob retired on May 1, 1978, following nearly 21 years of service with the Patrol. In 1992, Bob Low was awarded the DPS Purple Heart Medal.

Trooper John R. Winn

John Winn joined the Utah Highway Patrol as a radio operator on October 1, 1959. Trooper Winn later graduated from Utah Trade Tech, Provo, Utah, with a degree in electronic engineering. On November 1, 1964, he was promoted to radio technician. During the 1960s and early 1970s this position was a sworn police position. Trooper Winn received the Outstanding Citizens Award in 1970.

On September 22, 1971, Trooper Winn was working at a radio tower on Lake Mountain in Utah County. He was operating a loader on a steep grade. The loader began to roll backwards, out of control. The loader struck a hillside and rolled one time, crushing Trooper Winn. He was 36 years of age. Trooper Winn was survived by his wife, Jo Anne, three daughters and three sons.
Many members of the Patrol have excelled at first aid training. One such officer was Steve B. Brown. He served as a Certified First Aid Instructor for the American Red Cross and the American Heart Association. When the Emergency Medical Technician course was first developed in the early 1970s, Trooper Brown was one of the first to sign up. Steve used his vacation time and drove his personal vehicle to Salt Lake City to complete this course in November 1971, becoming the first EMT on the Patrol and one of the first 30 EMTs to be certified in the state. Steve used his knowledge and skills to teach people in Hanksville and Wayne County. Steve worked hard to obtain an ambulance and equipment for several remote areas of the state. His wife, Allie, who was also a certified EMT, assisted him. At the first annual convention of EMTs in 1977, Steve and Allie were honored as the states top EMTs.

**Shootout with a Mountainlion**

Shortly after midnight, October 3, 1972, Roosevelt City Officer Lynn McClure responded to a disturbance call at the Driftwood Lounge. Riding with Officer McClure was Duchesne County Deputy Sheriff Denton Crozier. Trooper Duane Richens had just finished booking a drunk driver into the Roosevelt City Jail when he also monitored the call and proceeded to the Driftwood. When Officer McClure and Deputy Crozier arrived at the Driftwood parking lot they did not see anything out of the ordinary. As they exited the police car a drunk Indian stepped out the front door brandishing a German Luger pistol. The Indian yelled, “I’m going to kill me a white cop.” He then immediately began firing on the two officers. The two officers dove for cover as the Indian continued to fire into the front of the patrol car.

As Trooper Richens arrived on the scene he could hear gunfire. In the shadows of the Driftwood Lounge, he could see the muzzle flash from the barrel of the Indian’s weapon. He could not see Officer McClure or Deputy Crozier. Trooper Richens stopped approximately 40 feet from the Indian. He exited his patrol car and drew his .357 magnum revolver. Trooper Richens had been a member of the UHP pistol team for several years. His training immediately took over. As he took a steady rest across the top of his patrol car, his focus shifted to the front sight. At the same time, the Indian looked at Trooper Richens and began to swing the barrel of his weapon towards the trooper. Trooper Richens
applied trigger squeeze. As his weapon recoiled in his hands, he continued to follow through with the trigger pull. Immediately the Indian fell to the ground. Although the entire incident occurred in a fraction of a second, it appeared in slow motion to Trooper Richens, due to a distortion of time that is common during traumatic incidents. Trooper Richens was certain that he had struck the suspect directly in the chest.

As Trooper Richens walked to where the Indian lay, he was surprised there was no sign of blood. He looked closer for an entrance wound. Within a few seconds the Indian began to cough and regained consciousness. Trooper Richens quickly took him into custody.

A careful examination of the Indian’s pistol answered many questions. Trooper Richens’s bullet had struck the front barrel where it comes in contact with the slide. The bullet had then glanced off the German Luger, passed through the right shoulder of the suspect’s jacket, and struck the side of Harmston’s Barber Shop, immediately adjacent to the Driftwood.

At 25 yards, a .357 magnum round produces approximately 350 foot-pounds of energy. Most of this energy was transferred to the Indian’s weapon upon impact. The force drove the weapon back into his chest and knocked him unconscious for a few seconds. This lucky Indian recovered without any major injuries. He was charged with aggravated assault. His name was Arthur Mountainlion. Thus it can be said that Trooper Duane Richens shot a Mountainlion on the streets of Roosevelt.

On November 8, 1972, Thelma McClure, wife of Officer McClure, wrote Commissioner Raymond Jackson. She stated, “Trooper Richens coming upon the scene could see fellow officers were in trouble. Being the man and officer that he is, he put their safety before his own and fired at the Indian...... I’m sure that if Duane hadn’t been there and doing what he did the two officers would have been killed.” The letter concluded, “I do not know whether the Highway Patrol gives citations or medals for saving lives but if they do I would like to recommend one for Trooper Richens for saving the life of my husband and Deputy Sheriff Crozier. This is a debt we will never be able to repay, but are mighty thankful for Trooper Richens.”

**Beehives and Speeders**

In 1973, the UHP established the Beehive Award Program to stimulate the recovery of stolen vehicles and the apprehension of suspects in them. For every stolen vehicle recovered with an arrest of the driver, troopers received a red lightning bolt, to be placed on the left door of their patrol car. Patterned after the fighter pilot program, troopers became “Aces” upon receipt of the fifth lightning bolt. A large “A” on a gold background was also affixed to the left door. Many highly successful troopers adorned an entire door with lighting bolts and ace emblems. Later the program allowed for the affixing of a car with a red lightning bolt through the center and the number of recovered stolen vehicles specified in the center. This program continues today. Each year the Utah Highway Patrol Association awards the Golden Beehive Award to the trooper with the most stolen vehicle recoveries and arrests. The Silver Beehive Award is presented to the top trooper in each section with the most stolen vehicle recoveries and arrests.

Moving radar was first used in 1973. The first moving radars used by the Patrol were Kustom Signals, model MR-7s. This unit only displayed the violator’s speed. The patrol car speed was not displayed. No training was given to troopers regarding shadowing, batching, and panning. There was no certification required to operate radar at this time.

An oil embargo by several oil producing nations led to an energy crisis in the early 1970s. By 1973, the federal government passed a national maximum speed limit of 55 mph. Enforcement of this law was left up to the states; however, states that failed to enforce the law were threatened with the loss of highway construction and maintenance funds. Utah began enforcement of the 55 speed limit in late 1973, by issuing warnings only. The Department of Transportation made “55 mph” placards, which were placed over existing speed limit signs. By early 1974, several rural roads still displayed speed limit signs in excess of 55 mph. Once all signs had been changed, the Patrol began enforcement with citations. The Utah Highway Patrol was the primary enforcement agency of this new law.

Trooper Paul Mangelson receives the Golden Beehive Award from Colonel Roy “Mack” Helm - 1974. From January 1973 to January 1996, Sergeant Mangelson recovered 119 stolen vehicles. He received the Golden Beehive Award six times and the Silver Beehive Award five times.
Changes in Administration

In 1973, Colonel Ray Evans reached the mandatory retirement age of 62. He retired in December and Roy (Mack) Helm was appointed Colonel. In 1975, Colonel Helm changed the uniform hat from the “bus driver” hat back to a tan “smoky” campaign hat. That same year, all field Troopers completed a 40-hour “Crash Injury Management Course” to sharpen their skills in first aid. In November 1975, Colonel Helm was involved in a controversial traffic accident while off duty. Commissioner Jackson served notice of indefinite suspension pending investigation of this incident. In the interim, Ted C. London was appointed acting Colonel. Colonel London had served on the Patrol since January 1941. He had planned to retire in December, having reached the mandatory retirement age of 62.

John D. Rogers was appointed Colonel in January 1976. Colonel Rogers had twice served as Assistant Superintendent and as captain. After serving ten months as Colonel, he asked to be returned to his former position of captain because of health problems.

Robert J. Reid became the ninth superintendent in November 1976. A native of Moab, Colonel Reid began his career in law enforcement as City Marshal of Moab in 1949. He joined the Patrol in 1952. During Colonel Reid’s tenure, many of the policies and procedures of the Patrol were implemented. Colonel Reid greatly increased the upper administration of the Patrol in anticipation of extensive growth on the Patrol. Colonel Reid promoted two officers to the rank of major, a new rank on the Patrol. He also increased the number of captains from four to nine. Colonel Reid stressed uniformity within the Patrol. He stressed the importance of written directives to achieve uniformity, specify acceptable behavior, narrow the range of acceptable discretionary action, and assure reliable performance.

Colonel Reid ordered all troopers to begin enforcement of the 55 mph speed limit at 62 mph. During the next several years, the Patrol issued a record number of speeding citations. Despite this aggressive enforcement, many areas of the state experienced an increase in fatal accidents. During 1977, Utah had the highest percentage increase in fatalities, over the previous year, of any state in the nation. The problem was due largely to heavily traveled sections of I-15, which were not completed. Multiple lane divided highways abruptly channeled traffic to two-way narrow lanes. Impatient drivers attempting to pass were often met by speeding vehicles proceeding in the opposite direction. Multiple fatal accidents were not uncommon on these roadways. One section of unfinished freeway south of Nephi was labeled the “Levan Death Strip” by officers and the media, following 16 deaths in an eight-month period during 1977.
Governor Scott M. Matheson traveled to Washington D.C. in an appeal for federal funds to assist the Patrol in enforcement of the 55 mph speed limit. In September 1977, $290,000 in federal funds were appropriated. This was the first of several federal grants used for overtime speed enforcement shifts in an attempt to bring Utah in compliance with federal standards.

Also in 1977, the tan campaign hat was changed to a chocolate brown and a straw campaign hat was adopted for summer wear. As had been the policy for several years on the Patrol, every time a trooper exited his vehicle he was to wear his hat. There was a saying among the ranks “when your foot hits the ground your hat better hit your head.”

**Trooper William J. Antoniewicz**

William John Antoniewicz grew up in New Bedford, Massachusetts. Two weeks from his 27th birthday, William accepted an appointment to the Utah Highway Patrol on July 16, 1974. He was assigned to the Port of Entry at Echo on the Utah-Wyoming border. He drove a marked patrol car from Coalville to the Port of Entry, a distance of 40 miles. During the 1970s, state law allowed agencies to hire new officers and assign them police related duties, prior to attending Peace Officer Standards and Training. The agency had to schedule these new officers into an academy class within the first 18 months of employment. Trooper Antoniewicz had not attended POST, but was scheduled to attend an upcoming session. Although not part of their normal assignment, port troopers did occasionally stop violators on their way to and from the port. One such routine traffic stop led to the death of Trooper Antoniewicz.

Trooper Antoniewicz was living in a mobile home at Echo Junction. Prior to each shift he would drive to the UHP office in Coalville and pick up a patrol car that he would then drive to the port of entry. On the night he died, Antoniewicz was scheduled to pick up Sergeant Darrell Shill at Echo Junction, and the two would make the trip together. Antoniewicz never arrived.

Shortly after 10 p.m. on Sunday, December 8, 1974, Trooper Antoniewicz stopped a speeding vehicle nine miles east of Echo Junction on I-80. On approach to the vehicle, the driver fired two rounds from a .38 caliber revolver, striking Antoniewicz in the left chest and back. The murderer then stepped from the vehicle and kicked the trooper several times in the face, while he lay bleeding on the pavement.

A truck driver for IML Truck Lines, John W. Dodds, Bountiful, Utah, came around a bend in the road and found Antoniewicz lying in the outside lane of the eastbound lanes. Antoniewicz’s patrol vehicle was parked on the shoulder of the road, emergency lights flashing as if the trooper had made a traffic stop. The trooper’s .357 magnum revolver was still strapped in its holster.

Dodds later told police that Antoniewicz was still alive upon his arrival and attempted to tell him what had happened. He died before he could say anything intelligible. Dodds attempted to revive Antoniewicz with CPR, but he was not successful.

Under the direction of Summit County Sheriff Ron Robinson and UHP Lt. Colonel Ted C. London, investigators immediately began piecing together the evidence. There was not much to go on. Roadblocks were set up on all roads leading out of the area until mid-morning the following day. Volunteers combed a 25-mile section of the freeway. Citizen band radios were used to query passing traffic for information. No suspects and no evidence turned up.
This crime went unsolved for 18 months. On the first anniversary of Trooper Antoniewicz’s death, Lt. Colonel Ted London wrote Antoniewicz’s parents and stated, “One year ago today the life of your son was taken by an unknown culprit while he was performing his duty as a member of the Utah Highway Patrol. Even though we have not been able to solve this case we assure you that many hours have been spent by various law enforcement agencies in this state and other states in following leads and trying to find some evidence that would lead to the arrest of a suspect. Please feel assured that hardly a day passes that someone in law enforcement isn’t working on the case and will continue to do so in the future.”

By 1976 all leads had been exhausted. It appeared that this case would never be solved. The department decided to employ a new tactic. A reward was offered for information leading to the arrest and conviction of a suspect. This tactic worked. A woman from Wyoming came forward and told investigators that she had heard a friend brag about killing a Utah trooper in 1974.

On July 2, 1976, first-degree murder charges were filed against Emory Dean Beck. At the time, Beck was serving concurrent seven to ten year terms for convictions on two counts of attempting to deliver a controlled substance. Utah Governor Calvin L. Rampton signed an extradition request for Beck the following week.

On October 1, 1976, Sherrie Sundbloom, 23, testified in a preliminary hearing, telling the court that Beck was living with her and her husband in Lyman, Wyoming, at the time of the murder. She said Beck had even demonstrated to them how the killing had occurred. Beck then threatened to kill them if they told anyone. Beck was extradited back to Utah. Trial began in Coalville on March 22, 1977.

Based largely on Sundbloom’s testimony, prosecutors painted a cold-blooded picture of Beck on the night Antoniewicz was gunned down. On the day of the murder, Beck had gone to the jail in Evanston, Wyoming and broke out a friend, John W. Tague, after officers had left for the night. In addition to the jail break, Beck also stole firearms and drugs being used as evidence against him in a forthcoming case.

The two men drove to Salt Lake City were Beck dropped Tague off at the home of a friend. Tague later testified that prior to leaving for the return trip alone to Wyoming, Beck told him that he had nothing to lose. Beck did not want to be late for work and he “had to book it like hell and God help any cop that stopped him.”

On March 30, 1977, the jury of nine women and three men began deliberation. After two days, the jury was deadlocked. Initial reports indicated that only one juror held out against a guilty verdict. However, the Salt Lake Tribune reported (August 5, 1977) that eight members of the jury believed Beck was guilty, while four did not or could not make up their minds. Third District Court Judge Stewart M. Hanson Jr. dismissed the jury and ordered Beck to stand trial again on May 3rd. Rather than face a second trial, the suspect pled guilty to a reduced charge of second-degree murder on May 17, 1977. Beck then told the court how he shot Antoniewicz after the trooper had stopped him for speeding. On August 4, 1977, Beck was sentenced to five years to life in the Utah State Prison, the maximum penalty allowable for the charge. He was paroled on August 8, 1989.

For many years following this tragedy, the Utah Highway Patrol gave the Antoniewicz Award for firearms proficiency to new troopers. The Antoniewicz family in memory of their son set up a trust fund for the award, and to help ensure that new troopers are better prepared to meet the hazards of the job.

At Trooper Antoniewicz’s funeral, in December 1974, Lt.
Colonel Ted London announced that the UHP was returning to the “smokey” campaign hat, which had been discontinued in 1955.

**Hot Seat**

In 1975, Trooper Ike Orr was on patrol in Salt Lake County traveling westbound on 3500 South when he observed an eastbound driver that was weaving and driving without lights on. He began to slow intending to turn on the vehicle when he was struck from behind by one of two drivers that were racing each other at a high rate of speed. Trooper Orr’s patrol car burst into flames, spun around and struck a utility pole, and was then struck again by the same vehicle. Unable to open the driver’s door, Orr slid across the seat to exit the passenger side but not before retrieving his newly issued smokey hat. Once out of the vehicle, ammunition in the trunk began to explode. Trooper Dennis Wendel was the first officer on the scene and when he arrived ammo was going off, so he radioed in – shots fired. Obviously things were quite exciting for a few minutes. At first the speeding driver told investigating officers that Orr had pulled from a parked position directly in front of him. After a thorough interview the following day by Ike and Robert Reid, the driver admitted he was racing another vehicle.

**Publications of the UHP and DPS**

**Utah Highway Patrol – Contact 1940s**

During the 1940s, the Utah Highway Patrol published a statistical newsletter called the Contact. The information contained in this newsletter included; number of arrests, number of accidents investigated, and other statistical information. All statistics were listed by officer’s name and badge number. It was obvious that the Utah Highway Patrol had established high standards of performance and levels of productivity were measured by these statistics.

**Utah Highway Patrol – Contact 1959-1969**

A news bulletin called the Contact was published by the Utah Highway Patrol from 1959 to 1969. The Contact was published monthly for several years. This publication measured six inches by nine inches and included between 12 and 16 pages per publication. During the mid-1960s, the Contact was published bimonthly. By the end of the 1960s publication dropped to quarterly. The Contact included news of the Patrol throughout the state, messages from headquarters, articles of interest to law enforcement, and advertisements to help cover the cost of printing. Many articles included action photographs of the UHP. The editor of the Contact was
Trooper Douglas Jacobson. Trooper Jacobson spent hundreds of hours of his off duty time working on the Contact.

**Utah Highway Patrol – The Beehive**
**1975 – 1982**

The Utah Highway Patrol produced a quarterly publication from October 1975 to the fall of 1982 known as The Beehive. A total of 24 issues of The Beehive were published. The Beehive averaged approximately 30 pages and was complete with photographs, articles, and jokes. Because this publication was only distributed to members of the Patrol and was produced within the appropriated budget of the department, there were no advertisements in this publication. The editorial staff consisted of Sergeants Dennis Wendel, Lloyd Olson and Gary Whitney, and Troopers Wayne Rider and Ralph Evans. Troopers Michael Boelter and Dan Rosenhan submitted artwork. Each issue featured stories from throughout Utah, as well as comments from headquarters. The Beehive was an excellent tool for staying informed on the many activities of a large police organization such as the Utah Highway Patrol.

**Colonel Reid’s Notebook**

During Colonel Reid’s administration, a newsletter called Colonel Reid’s Notebook was published by the Patrol. This newsletter spotlighted felony arrests made by troopers. It was published monthly and was distributed to every member of the UHP. Colonel Reid’s Notebook helped troopers realize that members of the Patrol were recovering a large volume of stolen vehicles. The first issue was published in January 1979 and the final issue in July 1981.

**Department of Public Safety – Update**
**1982-1987**

Beginning in 1982, the Department of Public Safety published a newsletter called Update. This publication included information articles and pictures of the Department. The Update averaged between 8 and 12 pages in length. The Update was published quarterly in 1982 and then semi-annually from 1983 to 1987.

**Department of Public Safety – Contact**
**1986 – Present**

Currently, the Department of Public Safety publishes an employee newsletter call the Contact. This publication was first introduced in April 1986. The Contact contains a message from the Commissioner and recognizes employees who have contributed to the success of the Department. The

**Pink Card**

With the development of the Interstate system, the Utah Highway Patrol implemented a pink card. Once a trooper had checked on an abandoned vehicle or a public assist the trooper would place a pink card on the vehicle’s antenna. This would serve notice to other passing troopers that the vehicle had help coming. With the removal of antenna on late model vehicles, troopers marked the rear window with washable, fluorescent paint. Today’s proliferation of the cell phone allows motorists to summons their own assistance.
History of the Utah Highway Patrol

Contact is generally two or four pages in length.

Utah Trooper
1991 – Present

The official publication of the Utah Highway Patrol Association, first published as a newsletter in February 1991, was called the Utah Trooper. Seven Utah Trooper magazines have been published from 1992 to 1995. The Utah Trooper magazine has averaged from 40 to 112 pages. Articles include news from sections throughout the state, articles of interest to law enforcement, and historical articles on the Utah Highway Patrol and neighboring states. Private enterprise is contacted via telecommunications for advertisement in the Utah Trooper, to cover the cost of publication and printing.

The Bear Fax

Beginning in August 1992, the administration of the Utah Highway Patrol began faxing information to section offices in a publication know as The Bear Fax. Information in The Bear Fax includes administrative changes, policy changes, general news of law enforcement activity, employee news, safety tips, and statistics. The Bear Fax is a timely and cost effective method to disseminate information to all members of the Patrol.

Bearly the News of Section 6

1994 – 2000

Many sections of the Patrol published newsletter. Utah and Juab County began publishing a monthly newsletter in July 1994 called Bearly the News of Section 6. This newsletter averaged approximately 20 pages and covered articles of interest, employee spotlights, crew reports, section statistics, and a monthly calendar of events. Trooper Margaret Hardy compiles this newsletter. The cover of each issue features artwork by retired Trooper Ross Hunt.

A Close Call

On March 13, 1976, Trooper Ronald T. Gale made a routine traffic stop six miles south of Beaver. The road at this location and time was a narrow two lanes. As the violator’s car rolled to a stop, the driver exited and immediately walked toward Trooper Gale. The violator was instructed by Trooper Gale to please step to the side of the road. During the conversation that followed, the violator was advised that he had been speeding and his license plates were expired. The suspect immediately pulled a revolver from under his jacket and pointed it at Trooper Gale. He then retrieved the trooper’s revolver.

The bandit then added, “Don’t do anything foolish, or I’ll kill you.” He then commanded, “Take the keys from the ignition and open the trunk.”

With the weapon trained on him every second, Trooper Gale walked to the rear of his vehicle and opened the trunk as instructed. During this entire incident, Ron thought of the Cedar City - 1977
(front) Hyrum Ipsom, Sgt. Elroy Mason, Ron Gale
(back) Lynn McInelly, Roger Bagley, Randy Humphrey

St. George POE - 1977
(front) George Bradbury, Sgt. Rick Kendall, Joe Denos
(back) Ken Bayles, Ken Bryant, Clyde Ormond, Key Peay
second revolver concealed on his ankle and wondered how he could retrieve it to take control of the situation. He recognized any abrupt movement may be his last. He decided not to go for his backup weapon.

Once the trunk was opened the violator ordered, “Get in the trunk.” He then added, “Be damn careful.” Trooper Gale climbed into the trunk and laid down as instructed. He realized that the next few minutes would mean life or death for him. Just as the trunk lid was being closed, he could see two cars approaching from a distance. He hoped that they would be able to see what was happening. With the cocked weapon aimed at Trooper Gale’s head, the suspect slammed the trunk closed.

After the approaching cars had passed, Trooper Gale heard two shots, a short pause and then two more shots. Ron then realized that the suspect was shooting out the front tires of the patrol car. He then heard the suspect’s vehicle drive away. Trooper Gale searched his confined quarters to find instruments to release him from the dark prison. Several times he heard cars passing and wondered out loud, “Why won’t they stop?” One concerned motorist did stop in Beaver, to advise the police of the abandoned patrol car.

Meanwhile, dispatcher Abe Haycock, had been trying unsuccessfully to contact Trooper Gale on the police radio. Trooper Ken Clements responded to the area. Upon his arrival, he saw the patrol car with two flat tires. As he approached he feared the worst. He cautiously grabbed the butt of his weapon as the trunk lid opened and Trooper Ron Gale climbed out. Trooper Gale had removed the backup lights to allow light into the darkened trunk. He had then used the spike of a road flare to pick the lock. Immediately, a description of Trooper Gale’s assailant and the wanted vehicle were broadcast to Cedar City.

Just north of Beaver, the desperate suspect picked up two hitchhikers. He immediately brandished a revolver and stated, “You’re gonna be my insurance. I’ve just locked a cop in his trunk!” A former convict on parole, he was again on the run and would stop at nothing to maintain his freedom. The desperate suspect proceeded with his hostages at a very high rate of speed. He crossed several county lines and proceeded north on State Road 89. Sevier County Sheriff Rex Huntsman spotted the wanted vehicle at Joseph. He followed the vehicle and radioed for a roadblock one mile south of Richfield. As the suspect approached the roadblock he yelled to the officers, “Let me through or I’ll blow their heads off!” He was holding a gun to each of the hostage’s head.

Now aware that there were two hostages involved in the situation, the officers had no recourse but to allow the suspect to pass through the blockade. Officers began to plan their next move. A second roadblock was established one mile south of Sigurd. Deputies from Sevier County and Officers from Richfield City joined with troopers of the Utah Highway Patrol. Armed with numerous weapons, including high-powered rifles positioned at strategic locations, officers were now prepared for a hostage situation.

As the bandit approached this second roadblock, he again held a revolver to the heads of his hostages and said, “Let me through or I’ll kill them now.” Trooper Roger Taylor replied, “You do and you are a dead man.” The bandit then threw both revolvers out the window and surrendered. He was convicted of kidnapping and armed robbery and sentenced to the Utah State Prison.
On June 2, 1976, Trooper Phil Barney was living at Moab, Utah. He came to work that Wednesday and traveled northbound to Crescent Junction. He was soon stopped by a construction foreman and was advised of speeding vehicles through a construction zone on I-70. Phil proceeded to that location. The first vehicle he clocked was traveling 76 mph in a 40 mph zone. He pursued and stopped this vehicle, a 1976 Dodge with California plate 712 PKM.

On his approach to the vehicle he observed a large, black male driver and a younger white male passenger. He also saw a rolled up sleeping bag on the back seat. Protruding from the center of the sleeping bag was a “lid” of marijuana. The driver stated he did not have his license with him. He also stated the vehicle was registered to his girlfriend in California. Trooper Barney reached through the window and seized the marijuana. He then ordered both occupants out of the vehicle and advised them of their rights. A search of the vehicle revealed a Safeway shopping bag containing 20 lids of marijuana. The driver admitted the marijuana was his.

At that point, Trooper Barney asked the Moab dispatcher to contact the county attorney to see if he would prosecute for felony possession, with intent to distribute the 21 lids of marijuana. The county attorney agreed to prosecute.

Trooper Barney reached through the window and seized the marijuana. He then ordered both occupants out of the vehicle and advised them of their rights. A search of the vehicle revealed a Safeway shopping bag containing 20 lids of marijuana. The driver admitted the marijuana was his.

The assailant then attempted to retrieve Trooper Barney’s weapon. Phil used his right hand to keep the weapon in the holster. The assailant continued to bite on Phil’s finger and to strike him with his right fist. The suspect then attempted to kneel Trooper Barney in the groin. Due to Phil’s defensive position, the suspect’s knee missed his groin and struck him in the chest. At this point Barney lost consciousness temporarily.

When Trooper Barney regained consciousness he was on his knees. He had instinctively drawn his duty weapon, a Smith & Wesson .357 magnum, and was holding it in his right hand. The suspect had both hands on the weapon and the barrel was pointed at Barney’s chest. Phil hit the barrel of the weapon, knocking it sideways. The weapon instantly discharged, striking the suspect in the torso, just above the navel.

The suspect fell, pulling Trooper Barney to the ground. The suspect was still clutching the weapon with both hands. Trooper Barney was then able to wrench the weapon from the suspect’s grip.

Trooper Barney then shifted his attention to the passenger. When his vision cleared, he saw the passenger. He pointed his duty weapon at the passenger and ordered him to get down. He was standing beside the vehicle and had made no attempt to intervene in the fight. The passenger then yelled, “I’m a hitchhiker, and he was crazy. I’m not going to do anything.”

Trooper Barney’s left hand was bleeding and swollen. His middle finger had several teeth marks and a large chunk of skin missing. His ring finger had powder burns and was grazed by the bullet passing from the barrel of his duty weapon. His right eye was blackened, his face was swollen and bruised, and his upper lip was cut and bleeding. He had also sustained several separated ribs. Trooper Barney knew he had come extremely close to death. He called for an ambu-
lance from Moab. The suspect died several hours later at the hospital.

The suspect was later identified as Tony Ray Richard-
son from Pomona, California. He had three active warrants
totaling $36,500 for two counts of armed robbery, burglary,
evading and petty theft. The passenger was found to be an
unknowing hitchhiker.

During his entire career, Trooper Phil Barney excelled
at criminal interdiction. He won the Golden Beehive Award
for the most recovered stolen vehicles on several occasions.
Phil retired from the Utah Highway Patrol on January 15,
1988. He then joined the Sevier County Sheriff’s Department
where he served as a Deputy Sheriff and later elected to four
terms as Sheriff.

Agent Robert B. “Bob” Hutchings - July 20, 1976

Born December 7, 1943, in Boston, Massachusetts, Robert
B. Hutchings served as a Deputy Sheriff in Sacramento
County, California. He later moved to Utah and joined the
Utah Department of Public Safety on January 2, 1974. He
served as an Agent with the Narcotics and Liquor Enforce-
ment Division. Agent Hutchings was assisting the West Jor-
dan Police Department in a drug investigation.

The investigation included a drug buy of cocaine at 588
East 17th South, Salt Lake City, Utah. Investigating officers
had obtained an arrest warrant for Ricky Milton Larsen, 28,
issued by the Salt Lake County Attorney’s Office and signed
by City Judge Melvin H. Morris. Officers decided to make
another felony case against Larsen, prior to serving the war-
rant. It was agreed that Agent Mark Ridley would attempt to
buy a quantity of cocaine from Larsen. Officers outside the
residence would listen to this transaction by means of a hid-

den transmitter placed on Agent Ridley. Upon completion of
the drug buy, Agent Ridley was to signal the other officers
that the transaction had been made successful by saying, “It’s
cool.”

Shortly after 8:00 p.m. on July 20, 1976, the buy went down
as planned and upon announcing “It’s cool,” Agent Hutchings
and West Jordan Chief Lance Foster kicked the door in. Lars-
en immediately produced a 12 gauge shotgun and shot Agent
Hutchings in the upper left chest. Agent Hutchings returned
four rounds of fire from a .380 semi-auto pistol and Chief
Foster fired nine rounds from a 9mm submachine gun.

Agent Hutchings was dead on arrival at Holy Cross Hos-
pital and Larsen was dead on arrival at LDS Hospital. FBI
analysis of the bullet, which killed Larsen, proved that it had
been fired by Agent Hutchings. About 1,000 various pills,
quantities of cocaine and marijuana, and over $3,000 in cash
were seized following the shooting. Robert B. Hutchings was
survived by his pregnant wife, Janet, three sons and three
daughters.

Commissioner Larry E. Lunnen

Governor Scott M. Matheson appointed Larry E. Lun-
nen Commissioner of Public Safety effective January 1, 1977.
Lunnen’s career in law enforcement started in the United
States Army as a paratrooper and also in the military police.
He also served with the Salt Lake City Police Department for
five years, U. S. Treasury Department for one year, as Orem
Police Chief for four years, and in the Department of Public
Safety within the Highway Safety Division. He also adminis-
tered the Alcohol Safety Action Program, directed Law En-
forcement Planning and Special Programs, and served as Di-
rector of the Bureau of Criminal Identification. In addition to
Suicide by Cop

On April 1, 1977, at 1:46 p.m., Trooper Billie M. Hunt was parked at an on-ramp near Beaver. He observed a passing motorist and he distinctly saw the driver give a friendly wave. Trooper Hunt returned the gesture and thought nothing more of the incident. Within a few seconds, dispatch broadcast an armed robbery that had just occurred at an Amoco service station in Beaver. One hundred fourteen dollars had been taken at gunpoint. Once the suspect vehicle description was broadcast, Trooper Hunt realized that the man who had waived at him had just committed the robbery.

Trooper Hunt pursued and stopped the vehicle within a few miles on an unfinished section of I-15. The male occupant exited the vehicle with a cocked .357 magnum revolver in his right hand. Trooper Hunt exited his vehicle with a Remington 870, 12 gauge shotgun loaded with 00 buckshot.

Trooper Hunt ordered the suspect to drop the weapon. The suspect continued to walk toward Trooper Hunt and refused to drop the gun. Trooper Hunt retreated to the rear of his patrol car and again ordered the suspect to stop and drop his weapon. The suspect did neither. When Trooper Hunt ordered the suspect to stop and drop his weapon a third time, the suspect had closed the distance to approximately 10 feet.

The suspect then began to raise the barrel of the cocked revolver. Trooper Hunt knew that the suspect had the ability and opportunity to do great bodily harm. He also knew that his life was in jeopardy. All three elements were present to justify deadly force. Trooper Hunt fired one round, striking the suspect in the chest. The man died instantly. The shooting was later ruled justifiable.

The suspect was later identified at Gilbert Frank Stevens, 49, of Estherville, Iowa. He had been missing for a week from Iowa and was wanted for embezzlement. It appears that he had used Trooper Hunt to end his life. Police often call such actions “suicide by cop.”

Lady Troopers

The Patrol hired the first female Trooper on May 16, 1977, with the appointment of Martha “Marci” J. McGregor. Trooper McGregor was assigned to Salt Lake Radio Dispatch. From 1978 to 1980, all troopers were phased out of dispatch and were replaced with civilian employees. This was Marci’s opportunity to transfer to the field in Salt Lake County.

In 1984, while working at the Peerless Port of Entry, Trooper Karla Conway became the first Utah Highway Patrol trooper to give birth. She would later state, “I may be the first trooper to have a baby, but I won’t be the last.” Trooper Conway’s husband, Kevin, was serving as a law enforcement specialist with the Utah Division of Wildlife Resources at the time.

The first husband and wife troopers on the Patrol were Trooper Kathy Slagowski and Sergeant Doug Slagowski, married January 11, 1985. Kathy later became another first, the first female sergeant, promoted August 14, 1991.

Carbon County Coal Strike

On December 6, 1977, at 10:30 p.m., Captain John Rogers was advised that a United Mine Workers’ Union strike in Carbon County was becoming increasingly threatening due to 750 to 1,000 picketers at several mines. Carbon County Sher-
iff Albert Passic requested assistance from the Patrol. By 6:00 a.m. the following day, 25 troopers from the Wasatch Front were in Price ready for duty. During the day, picketers at one mine damaged two patrol cars and a bridge leading to another mine was burned. By 8:00 p.m., an additional 40 troopers had responded. By 6 a.m., on December 8th, a total of 90 troopers had responded to Price.

Governor Matheson appealed to “all citizens of Carbon County to maintain cool heads and reasoned thoughts.” He added that the state was not taking sides in the strike, just trying to avert violence.

State Narcotics and Liquor Law agents, working undercover at one mine, reported 500-600 pickets armed with guns, wrist rockets, marbles, and dynamite. The decision was made to close the mine. Four-wheel drive vehicles were driven on back roads to the mine. The working miners were evacuated and transported around the pickets in order to avoid a confrontation.

During another confrontation, three miners had tried unsuccessfully to move a large rock to block the road leading to a mine. Upon arrival of the Patrol, Trooper LaVoy Teuscher, picked up the bolder, and dropped it in the center of the striking miner’s fire. The striking miners backed down without any further confrontation.

On Sunday, December 11th, two Oklahoma jail escapees unknowingly entered Carbon County. James Earl Lewis, 29, and David W. Richardson, 21, had escaped from the Wagoner, Oklahoma jail on November 26th. Beaver County, Oklahoma Undersheriff Kenny Miller and a passenger Danny Cambern later stopped them. During this stop the two fugitives killed the undersheriff and his passenger.

The two murderers then picked up a hitchhiker in Kansas. Hearing reports on the AM radio and seeing several weapons, the hitchhiker became suspicious. He called the Utah Highway Patrol when he was let out in Green River, Utah. Trooper Gene Robb spotted the felon’s vehicle as it approached Price and initiated a pursuit. As the speeding felons entered Price, they were pursued by a large number of troopers who had responded to the coal strike. The suspects drove through Helper, then doubled back to Spring Glen on the old highway. Seeing troopers responding from every direction, the bandits abandoned their vehicle. One entered the home of John Piccioni through the back door.

Armed with a pistol, he ordered Mr. and Mrs. Piccioni to lie face down on the living room floor. He then looked out the window and saw dozens of Utah Highway Patrol troopers armed with shotguns. He surrendered saying, “Where did all the police come from?” Troopers soon captured the second fugitive, hiding near the Price River.

During the first two weeks of the strike, Utah Highway Patrol troopers equipped in full riot gear, escorted non-union workers across picket lines. Troopers were also stationed at the Carbon County Courthouse where union workers conducted negotiations. On December 13th, at 4:00 p.m., an anonymous bomb threat to the Carbon County Courthouse, forced the adjournment of a Seventh District Court hearing on the right of striking United Mine Workers members to picket nonunion coal mines. Judge pro tem Don V. Tibbs, Manti, ordered the building evacuated and searched. Troopers and sheriff’s deputies stationed at the courthouse could find no bomb.
Operation CARE

The Michigan and Indiana State Police coordinated a combined effort of interstate highway traffic law enforcement over the July 4th holiday in 1977. This program was known as “Operation CARE” or “Combined Accident Reduction Effort.” This program proved so successful that it was expanded to all 48 continental United States in 1978.

During the summer of 1978, three holidays were targeted: Memorial Day, July 4th, and Labor Day. During this first national Operation CARE, members of the UHP gathered along interstate highways at the state borders to meet their counterparts in Arizona, Nevada, Idaho, and Colorado. The routes of interstate highways in Utah, which received increased patrol coverage, were I-15, I-70, I-80, and I-84. Along with the route selections, information campaigns were drawn and achievement goals selected.

The main goal of the program was accident reduction through comprehensive enforcement of accident causation factors. During the first Operation CARE in Utah, the Patrol achieved a 100 percent reduction in traffic fatalities, an almost unbelievable accomplishment. This program has proven so successful that it continues to this day.

CB Radios

For many years, a number of troopers purchased citizen band radios and installed them in their patrol cars. Troopers monitored emergency channel 9 and the main talk channel 19. Citizens would often notify troopers of accidents, drunk drivers, and disabled vehicles. The 1978 legislature appropriated $32,000 to the Patrol for the purchase of CB radios.

Trooper Dan Fallows was working Parleys Canyon in September 1980. Dan observed a speeding semi truck with the rear axles on fire. He immediately pursued; and using his CB radio, told the truck driver to take the runaway truck lane. The truck driver pulled into the left lane; however, he failed to take the runaway lane.

Trooper Fallows sped ahead of the semi. He used his lights, siren, and CB radio, to warn traffic to move out of the way. At one point, a motorist failed to yield and Trooper Fallows used his push bumper to clear the way. Because Trooper Fallows’ path had been blocked by the inattentive driver, the truck came in contact with the rear of the patrol car. Fortunately, Trooper Fallows made it out of the canyon with the burning truck close behind. This incident proved the value of CB radios and push bumpers on patrol cars.
The Utah Highway Patrol has been involved in several major cases. Often the break in these cases began with a routine traffic stop or a minor violation of the law. The following three cases began with relatively minor violations and escalated into cases that received national attention.

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On August 16, 1975, Sergeant Bob Hayward was returning home from a night of work with the ASAP crew. He was only a few blocks from his house when he observed a speeding Volkswagen. When he attempted to stop the violator, the driver turned off the vehicle’s headlights and accelerated. Sergeant Hayward was successful in staying with the violator and making the stop. The driver was arrested for evading and booked into the Salt Lake County Jail. Inside the vehicle were tools commonly used by burglars. The driver bailed out of jail on August 17th.

Sergeant Hayward was convinced he had arrested a burglar. Armed with a search warrant, officers served the warrant on the driver and searched his apartment and his vehicle. They found a program from a high school play in Bountiful, which was performed on November 11, 1974. A young Bountiful High School girl named Debbie Kent had been missing since November 11, 1974. Also, on November 11, 1974, an attempted abduction occurred in Murray. The suspect in this case had been driving a light blue Volkswagen. The victim’s name was Carol Daronch. Also found inside the suspect’s light blue Volkswagen were two strands of hair. The suspect was again arrested and charged with possession of burglary tools. His name was Theodore Robert Bundy. He went by Ted Bundy.

On September 8, 1975, Carol Daronch positively identified Bundy’s vehicle. On October 2, 1975, Bundy was ordered to appear in a lineup. Bundy cut his hair and parted it on the opposite side. During the lineup, Daronch positively identified Bundy as her assailant. Bundy was arrested for aggravated kidnapping and attempted criminal homicide. He bailed out of jail on October 20th. Bundy was convicted of aggravated kidnapping on March 1, 1976.

On January 29, 1976, the FBI Crime Lab positively identified the two strands of hair found in Bundy’s car as coming from Caryn Campbell, murdered January 11, 1975. Snowmass, Colorado, and Melissa Smith, murdered October 18, 1974, Salt Lake City, Utah. Bundy was charged with the murder of Caryn Campbell on October 21, 1976. In January 1977, he was extradited to Colorado to stand trial.

When Sergeant Hayward stopped Bundy in August 1975, Bundy had already killed 19 women in Washington, Oregon, and Colorado. He was convicted of 19 murders while in custody in Colorado. Bundy was executed by lethal injection on January 24, 1989.
In 1950, the Ute Rangers became the official mounted posse of the Utah Highway Patrol. They continued this relationship for the next 30 years. Colonel Bob Reid and Lt. Colonel Fent Hughes meet with an unknown member of the Utah Rangers. Note the UHP badge and beehive patch on the Utah Ranger uniform.

Utah has many polygamists that make very attempt to keep a low profile. Living on a small farm at Marion, Utah, John Singer attracted the attention of authorities and the news media when he refused to send his children to public school and refused to allow state authorities to periodically administer tests to ensure they were receiving an adequate education. Singer was ordered to appear before Juvenile Court Judge John Farr Larson. After having received several court orders to appear before Judge Larson, Singer refused to appear and was found in contempt of court and guilty of child neglect.

John Singer received further attention when he refused to surrender three children of his second wife to the home of their natural father. During October 1978, Third District Court Judge Peter Leary ordered Summit County Sheriff Ronald Robinson to serve Singer with an order to return the three children. When Sheriff Robinson attempted to serve the order, Singer pulled a pistol and ordered Sheriff Robinson off his property. An arrest warrant was issued for this incident.

The following week, three Summit County Deputies posing as news reporters attempted to arrest Singer. The three officers failed to subdue Singer. Again, John Singer pulled a pistol and threatened to shoot unless the officers left his property, which they did. As a result of this second incident, Summit County Attorney Robert Adkin filed three complaints of aggravated assault.

John Singer stated that he would shoot any officer that tried to arrest him. During the following three months, Sheriff Robinson was ordered by the court to arrest Singer and was questioned by the media why he had not taken any action. Sheriff Robinson requested assistance from the Utah Department of Public Safety. Commissioner Larry Lunnen sent four officers to assist.

Utah Highway Patrol Sergeant Bob Hayward and Floyd Farley were assigned to this detail, as was Narcotics and Liquor Law Enforcement Agent Lewis G. Jolley. Surveillance was maintained on the Singer farm and a plan of arrest was formulated. John Singer routinely walked a quarter mile from his home to retrieve his mail. Officers decided to make the ar-
rest by approaching on snowmobiles when Singer was away from his home. Armed with shotguns and revolvers, ten peace officers would approach on five snowmobiles and make the arrest.

On January 18, 1979, the officers set the plan in motion. As the officers approached on snowmobiles, John Singer pulled a Colt .45 semi-auto pistol and pointed it at the officers. The officers identified themselves as police officers and told Singer to drop his weapon. Three times the officers told Singer to drop the weapon. Singer continued to waive his pistol in a threatening manner at the officers. Singer then aimed the weapon at Agent Jolley and closed an eye. It appeared to all of the officers that Singer was preparing to fire. Agent Jolley knew his life was in danger. He fired his shotgun, striking Singer in the right side. The 00 buck passed through Singer’s body. Two pellets struck his heart. He fell dead at the feet of the officers.

Inspection of Singer’s weapon revealed that it was loaded, cocked, the safety was off, and a round was chambered. All officers agreed that Agent Jolley was justified in defending his life by use of deadly force. A report by the Summit County Attorney released in February 1979, cleared the officers of any wrongdoing and ruled that the shooting was justified. An FBI report released in May 1979 also cleared the officers of any unlawful conduct.

Attorney Gerry Spence, Jackson, Wyoming, filed a $110 million wrongful death lawsuit on behalf of Singer’s widow. Judge David K. Winder, U.S. District Court for Utah, dismissed the lawsuit in September 1982. The magnitude of this case would not be fully realized until the ninth anniversary of the death of John Singer.

In 1982, Utah County politics received considerable attention when an outspoken candidate filed for Sheriff. This candidate advocated that the only true peace officer was the county sheriff, elected by the people. The candidate believed that all other peace officers worked for the executive branch of government and not the judicial branch and therefore had no authority to arrest. He also believed that regulatory laws concerning speed limits, driver licenses, safety inspection, and vehicle insurance were unconstitutional. This candidate further advocated that an unconstitutional law could not be enforced by peace officers particularly peace officers which he believed lacked proper authority. This candidate’s name was Dan Lafferty.


On October 4, 1982, Trooper Langford again stopped Laf-
Lafferty continued to drive down the embankment. He then paralleled the freeway fence until he could once again enter I-15, with the three troopers in pursuit. As the pursuit entered Prove, Lafferty swerved sideways in the outside lane of traffic, jumped from his vehicle, and began running northbound in the southbound lanes of traffic. Trooper Langford caught Lafferty and successfully subdued him. For this incident Dan Lafferty was charged with felony evading, resisting arrest, and felony escape. Following a jury trial, he was convicted and sentenced to 1-15 years in prison. He served a total of 75 days before being released on probation.

Dan Lafferty was also excommunicated from the LDS Church. During the following year, Dan joined with his brother, Ron, in speaking out against a government that he claimed had falsely imprisoned him and a church that he felt had gone astray. Their notoriety and their following continued to grow. During July 1984, Ron claimed to have had a revelation that called for the rapid removal of those individual who had been their downfall.

On July 24, 1984, Ron and Dan Lafferty killed their brother’s wife, Brenda, and her daughter, 15-month-old Erica. Both Dan and Ron beat Brenda. She was then strangled with a vacuum cord. Her throat was then cut from ear to ear. Dan then entered Eric’s bedroom and slit her throat.

The Lafferty brothers then drove to Highland, where they planned to murder Chloe Low and Highland LDS Stake President Richard Stowe. Chloe Low was not home when the Laffertys arrived. The Laffertys then burglarized the Low home. Traveling to the Stowe residence, they missed the turnoff. They considered this act a sign from the Lord that the killing should stop. They then fled to Nevada.

On August 7, 1984, FBI Agents Brian Mikelek and Wilford T. Breen captured Dan and Ron Lafferty in Reno, Nevada. Dan Lafferty told the agents that he expected to be captured by Trooper Langford. The Laffertys were extradited to Utah and charged with two counts of criminal homicide, two counts of aggravated burglary, and two counts of conspiracy to commit murder.

During the trial, Dan Lafferty told the jury that fulfilling a revelation of God is not a crime and that he did not intend to make excuses for what he had done. On January 10, 1985, Dan Lafferty was convicted of all charges. After seven hours of deliberation, the jury was unable to unanimously agree on the death penalty. Dan was sentenced to two consecutive five years to life in prison for the double murder. On May 7, 1985, Ron Lafferty was also convicted of the double murder. A day later, it took a jury less than two hours to recommend the death penalty.

Trooper William J. “Bill” Himes

With the exception of a semi-auto firearm with magazine holders, the Utah Highway Patrol dress uniform has not changed in 30 years.

“Officer Down”
Near Farmington

Trooper Ralph Evans joined the Utah Highway Patrol in 1972. He had previously served five years as an Ogden police officer. On October 7, 1978, Trooper Evans was working in Davis County. He was traveling southbound on I-15 when he was flagged over by two girls near Lagoon. The girls stated that a man in a Jeep, parked a short distance away, was drunk and disorderly and had tried to molest them.

Trooper Evans approached the suspect and found him to be intoxicated. As Trooper Evans placed handcuffs on the suspect, the man dropped to the ground and shouted for Trooper Evans not to kick him. Trooper Evans assured the man that he had no intention of harming him.

Suddenly, Trooper Evans was shot twice. Once in the neck and once in the lower back. The suspect’s 13 year old son, a passenger in the vehicle, had removed a semi-auto pistol from the vehicle and had shot Trooper Evans at a distance of less than 10 feet. The father and son then fled the scene in their vehicle.

The two girls ran to the patrol car and began screaming into the radio microphone that a trooper had been shot. A large artery in Trooper Evans’ neck had been severed and blood was spurting from this wound with every beat of his heart. A passing physician, Doctor Stanley Green, Layton, saw Trooper Evans laying in a pool of blood. He stopped and placed direct pressure on the artery, saving Trooper Evans’ life.

The father and son drove to Woods Cross and commandeered another vehicle at gunpoint from Eloise Thompson. Later, a second car was commandeered in North Salt Lake from David Miller. Soon afterwards, West Bountiful Officer Wayne Jeppson spotted this vehicle. As Officer Jeppson attempted to stop the stolen vehicle, the driver accelerated northbound on U.S. 89.
During the chase, the occupants of the vehicle traded places. At 2600 South several vehicles had stopped for a red traffic light. The driver of the stolen vehicle drove onto the curb and sidewalk and proceeded around the traffic and through the red light. Two Bountiful Police units then joined the pursuit. Several times the stolen vehicle passed slower traffic by crossing double yellow lines and forcing oncoming traffic off the road.

Near 1800 North, Officer Jeppson drove to the left rear of the stolen vehicle. The fleeing vehicle swerved left, striking the West Bountiful police car and causing both vehicles to skid out of control. The stolen vehicle slammed into two parked cars. Both suspects received extensive injuries. Officer Jeppson received only minor injuries.

The .380 caliber pistol used to shoot Trooper Evans was located in the driver’s seat. The driver was still wearing the handcuffs placed on him by Trooper Evans; however, the connecting chain had been cut.

Pablo LeRoy Borrego Jr., 13, was found guilty of attempted criminal homicide and was committed to the Youth Development Center, Ogden. His father, Pablo Borrego Sr., 38, was sentenced to one-to-15 years at the Utah State Prison for robbery.

After nearly 10 months of recovery, Trooper Ralph Evans returned to work. Due to muscle and nerve damage to his arm and shoulder, he was assigned to public relations work, rather than patrol duty. Extensive nerve damage in his shoulder soon caused the muscles to atrophy, forcing Trooper Evans to take a medical retirement.

**Trooper Ray Lynn Pierson**  
**November 7, 1978**

Joining the Utah Highway Patrol on January 7, 1974, Ray Lynn Pierson followed in his father’s footsteps. Sergeant Dean Pierson had been a member of the UHP since August 1959. Known by his middle name, Lynn was assigned to the Heber Port of Entry. In September 1976 he transferred to the field and resided in Moab. On November 5, 1978, he transferred to his hometown of Panguitch.

For the first two days of his new assignment, Trooper Pierson used the statewide radio frequency. He had scheduled an appointment with Al Higgs, radio engineer, to install crystals for the Richfield UHP frequency on the afternoon on November 7th.

Earlier that same day, Richfield dispatch broadcast an attempt to locate on a blue Ford pickup with a white camper shell involved in a gas skip from the Texaco station at Cove Fort. Trooper Pierson never received the broadcast.

Trooper Pierson was patrolling State Road 20, a connecting road between US 89 and Interstate 15, north of Panguitch. He apparently stopped the wanted vehicle for a minor traffic violation. Not knowing that the vehicle was stolen from Montana, that the driver was a fugitive from Illinois, and that this felon was in possession of a stolen .357 magnum revolver, Trooper Pierson approached the vehicle in his normal manner.

As Trooper Pierson reached the driver’s window, the driver fired, striking Trooper Pierson in the heart. Trooper Pierson managed to fire six rounds from his .357 service revolver, as the felon sped away.

The first individual that came upon the crime scene located the police radio and broadcast, “This is Deloy Emmett from Cedar City. I am about three miles west of US 89 on highway 20 and there is an officer bad shot here and it looks like he might be dead!”

This transmission was copied by Trooper DeMar “Bud” Bowman at Cedar City UHP dispatch, and by Trooper Ralph Dart at Richfield UHP dispatch, as well as by Garfield County Sheriff Keith Fackrell. Trooper Kent Whitney and Sergeant Charles Cowley responded from Richfield. Sergeant G. ElRoy Mason responded from Cedar City. Iron County Deputy Sheriff John R. Williams accompanied him.

A roadblock was established at Paragonah by Gordon Adams, Iron County Deputy Sheriff; Brent Fowles, Public Service Commission; and Chief Joe Haslam and Officer Joe Mickelson, Parowan Police Department. As Sergeant ElRoy Mason arrived at the

**Trooper Ray Lynn Pierson**  
**August 6, 1949 - November 7, 1978**
roadblock, the suspect vehicle approached from the opposite direction. The suspect made a U-turn and headed toward Beaver with Sergeant Mason, Deputy Williams, and Deputy Adams in pursuit.

Several miles into the pursuit, it was obvious that the driver had no intentions of stopping. Deputy Adams and Deputy Williams fired several rounds into the vehicle. A second roadblock was quickly assembled on the outskirts of Beaver. Officers at this roadblock included Sheriff Dale Nelson, Deputy Clarence Hutchinson, and Sergeant Lynn Cartwright, all with the Beaver County Sheriff’s Department. Officer Joseph R. Troyner, Beaver Police Department, assisted them.

As the suspect approached this roadblock he accelerated. It was obvious that he intended to run the blockade. Just prior to striking a patrol car that was blocking the roadway, several officers opened fire. The suspect vehicle struck the Beaver City Police car and then ran off the road and through a fence.

Officers later counted 87 bullet holes in the stolen vehicle. Five of these rounds were identified as coming from Trooper Pierson’s weapon. Eleven bullet holes were in the windshield. Despite this gunfire and number of rounds, the suspect only sustained a single shotgun pellet wound to the head, which was not life threatening.

Special Agent Joe Cwik, FBI, assisted with the investigation. The suspect was identified as Brian Keith Stack, age 18. Later that same day, Stack admitted to Sergeant ElRoy Mason that he had committed the slaying. He pled guilty to a first degree murder charge on July 19, 1979, in exchange for a life sentence, rather than chance a death sentence if he went to trial.

Trooper Lynn Pierson was 29 years old at the time of his death. He was survived by his pregnant wife, Darlene; two sons, Clint and Brett; and a daughter, Jenny. On January 31, 1979, Darlene gave birth to their fourth child, a daughter, Laura Lynn.

**Progressive Changes**

During June 1979, an independent truckers’ strike resulted in several acts of violence. All troopers were called to duty following four shootings and two truck fires. Troopers doubled up during graveyard shifts. After several tense days, the strike ended and the troopers resumed normal duties.

In the late 1970s, several court decisions regarding the lack of training of police officers in the use of traffic radar and no certification of radar units received national attention. The Utah Highway Patrol implemented a radar certification program in 1979. For the first time, troopers received detailed instruction on the proper use of traffic radar. All radar units were subsequently certified twice annually. Several units were modified, while others were taken out of service, since they did not conform to recommended standards.

The following year, Major Mike Chabries and Sergeant Gary E. Gunrud taught the UHP radar training program for Northwestern University’s Traffic Institute. The Traffic Institute subsequently adopted this program in their curriculum. Many other states received traffic radar training by UHP instructors. These states also adopted the Patrol’s radar training course.

In November 1979, the Patrol created an “ART” team. “ART” is an acronym for accident reconstruction team. The first ART team was lead by Trooper Robert N. Dahle. Trooper Dahle was sent to the Minnesota State Patrol Academy to learn new methods of accident investigation. Other members of the first ART team were Troopers James E. Lindsey, Dale D. Neal, and Bruce S. Marshall. The following year the ART team taught an advanced accident investigation course to all troopers. This training included weight shift, fall speed, conservation of linear momentum, perspective grid photography, and quadratic equations.

Following years of work by the Utah Peace Officers Association, the Utah Sheriffs Association, the Utah Chiefs of Police Association and the Utah Highway Patrol, the 1977 legislature appropriated money to build a police academy. A permanent training facility for Peace Officer Standards and Training was completed in 1980. The Utah Highway Patrol and the Utah Department of Transportation also built new administrative facilities next to the new police academy, located at 4501 South 2700 West, Salt Lake City. This building was named the Calvin L. Rampton Complex in recognition of Governor Rampton.

**Utah Truck Inspection Program – UTIP**

During the 1970s, the accident fatality rate continued to decline; however, accidents involving commercial vehicles continued to rise. Routine inspections of commercial vehicles revealed that 70 percent of the trucks on Utah highways
had some type of major equipment violation. The Utah Highway Patrol applied for a federal grant to increase inspections of commercial vehicles. During 1979, Utah was granted $1 million a year for two years to develop a program to reduce commercial vehicle accidents. The program created was the Utah Truck Inspection Program or UTIP. Ten two-man teams were strategically located in vehicles throughout the state and additional inspection troopers were stationed at eight ports of entry. Troopers were equipped with portable scales, and other special equipment to facilitate the inspections. Following two years of UTIP, Captain Dennis Nordfelt reported that random inspections of commercial vehicles had lowered the violation rate to 30 percent.

In 1982, Lieutenant Herb Katz and Sergeant Dick Chatterton attended two weeks of advanced training in Denver, Colorado, regarding first-response officials to commercial vehicle accidents. A major concern for first responders is the quantity of dangerous materials transported upon the freeways. The danger increases when materials transported in bulk are combined during major accidents. Sergeant Chatterton became the first hazardous materials expert assigned to UTIP.

During 1988, the Utah Highway Patrol trained 12 members as a hazardous materials response team. In addition to training by experts within DPS, these troopers received two weeks of advanced training at the Hazardous Materials Institute in Salt Lake City. They were also issued $2,200 worth of special equipment and clothing.

The need for these area experts was recognized on July 28, 1988. A northbound truck lost 80 drums of powdered sodium cyanide, 20 miles north of Fillmore. Cyanide covered three-fourths of a mile on both sides of the freeway. Sodium cyanide is solid form can be fatal if absorbed into the skin or inhaled. When sodium cyanide comes in contact with water, it forms a deadly gas. Interstate 15 was closed for 60 miles. Hazardous materials experts responded to the scene to coordinate the clean-up. Efforts to neutralize and clean up the chemicals were hindered by the heat, which exhausted crew members, who were wearing bulky asbestos suits. Total clean-up lasted three days. During the following years, the hazardous material response teams have responded to hundreds of incidents.

Today, UTIP has been expanded and includes the Motor Carrier Safety Assistance Program, MCSAP, as well as hazardous materials, Haz-Mat. These professionals continue to check commercial vehicles to keep our highways as safe as possible. One of the largest coordinated truck and bus safety checks occurred on May 16-18, 1989, when Utah joined with 43 other states, nine Canadian provinces, and Puerto Rico. A total of 24 troopers manned the Wendover inspection site during this 72 hour check. A total of 4,748 vehicles passed this location. Vehicles that were detained and checked totaled 679, of which 58 contained hazardous materials. A total of 224 vehicles were placed out of service and an additional 31 drivers were placed out of service. Enforcement action was taken on 2,296 violations.
1980
The Utah Police Academy (POST) is finally built. The Utah Highway Patrol also moves into new offices near the police academy.

1981
Troopers are allowed to grow mustaches. The UHP once again implements a motorcycle squad.

1982
The Utah Highway Patrol is selected as the best dressed police organization in the United States. DPS creates the Medal of Valor to recognize people who risk their life to save the life of another. DPS implements “career mobility,” allowing troopers to serve in all divisions within the department. Trooper Daniel W. Harris is killed on August 25, 1982.

1983
The Patrol responds to several natural disasters including the Thistle mud slide. The UHP presents the first “Seat Belt Survivor Award.” Utah and Arizona open the nation’s first joint-state Port of Entry.

1984
Trooper Karla Conway becomes the first UHP trooper to give birth. The UHP is presented a special “United States Senate Award for Achievement,” for their efforts in establishing the combined Utah/Arizona port of entry.

1985
Trooper Kathy Slagowski and Sergeant Doug Slagowski become the first husband and wife members of the UHP, married on January 11, 1985. Senate Bill 253, sponsored by Senator Richard J. Carling, establishes special license plates for UHP vehicles, complete with UHP beehive and trooper’s badge number. The Utah Highway Patrol celebrates 50 years as an agency with full police authority. The Utah Highway Patrol purchases Ford Mustang pursuit vehicles. UHP training includes emergency vehicle operation. The UHP obtains its first electronic officer, Trooper Tron.

1986
The UHP begins enforcement of a new seat belt law. “Operation Pipeline,” criminal interdiction through traffic law enforcement, begins in Utah. The Utah Highway Patrol replaces the Smith & Wesson, model 27, .357 magnum revolver with the Heckler & Koch, P7 M13, 9mm semi-automatic pistol.

1987
The Utah Legislature directs the UHP to eliminate troopers from the Ports of Entry. Troopers are replaced by special function officers. The Utah Highway Patrol trains all personnel in criminal interdiction tactics. The “Arrive Alive” program is implemented. The national speed limit is amended to 65 mph on rural freeways.

1988
The Utah Department of Public Safety responds to Marion, Utah, in what becomes the longest siege to date in FBI history. The UHP relic car, a 1950 Ford, is added to the fleet. DPS creates the Special Emergency Response Team (SERT). The UHP Honor Guard is organized. The Aero Bureau adds a TH-55 training helicopter to its fleet.

1989
A dike at Quail Creek Reservoir breaks causing extensive damage in Washington County. UHP troopers are issued soft body armor and other equipment from seized drug money. DPS implements the Automated Fingerprint Identification System (AFIS). Members of the Utah Division of Investigation (UDI) and SERT join forces with the Utah National Guard during “Operation Greenleaf,” a marijuana eradication program in southeastern Utah. The first Utah commercial driver licenses (CDL) are issued.
Mustaches and Motorcycles

In November 1980, Bonnie Roath, daughter of Trooper Allen Palmer, Summit County, wrote Governor Scott M. Matheson questioning why members of the Utah Highway Patrol could not grow mustaches. Mustache clad Governor Matheson ordered Public Safety Commissioner Larry E. Lunnen to investigate. In February 1981, the policy was changed and Troopers were allowed to grow mustaches, provided they did not extend over the lip or extend more than 1/2 inch beyond the corner of the mouth.

Also in 1981, the Patrol was experiencing numerous budget problems created mostly by increasing gasoline prices. For fiscal year 1980-81, the Patrol had budgeted for one million gallons of gasoline at 87 cents per gallon. By February, the price had increased to $1.05 per gallon. All troopers were ordered to cut fuel consumption by 30 percent. Troopers were instructed to spend more time observing traffic and less time driving. Obviously emergency calls were still a top priority. In 1982, the Patrol tried a few propane fueled cars, but without much success.

Due largely to this fuel crisis and in response to increased traffic on the Wasatch Front, the Patrol once again implemented a motorcycle squad. Six gold and brown Kawasaki motorcycles were purchased in July 1981, at a cost of $4,589 each. They first appeared in the Days of 47 parade on July 24th. The first motorcycle squad consisted of Daniel W. Harris, K. Joe Zdunich, Larry D. Hogan, Paul Stephens, and Steven D. Howard. Sergeant W. Clark Bowles commanded them.

A Case for Handcuffs

For many years, the Utah Highway Patrol had no policy regarding handcuffing of prisoners. Several veteran officers argued that they seldom used handcuffs, as long as the prisoner was cooperative. Such a decision nearly cost the life of Trooper Norm Anderson. On November 14,1980, Trooper Anderson arrested Jerry Beasley, 43, for DUI. In route to the

Governor Scott M. Matheson

Following a policy change to allow Troopers to wear mustaches, Governor Scott M. Matheson wore a UHP uniform for this historical photograph – February 1981.

Members of the UHP motorcycle squad and Kawasaki KZ 1000 at the State Capitol. (left to right) Trooper Larry Hogan, Sergeant Brent Munson, Lieutenant Norm Steen, Trooper Dennis Bringhurst and Trooper Mike Rufener.
The tradition continues.
(top two pictures) UHP motors 1981
(above) UHP motors 1931
(below) UHP motors 1937
Juab County Jail, Beasley pulled a .25 caliber pistol from his pocket and pointed it at Trooper Anderson’s head. Beasley then ordered Trooper Anderson to return him to his vehicle, parked at Chicken Creek, near Nephi. Trooper Anderson did as instructed. Trooper Anderson carefully contemplated his next move. He feared that Beasley might kill him, even if he cooperated fully. Upon approach to the suspect’s vehicle, Trooper Anderson slammed on the brakes, forcing Beasley into the windshield. During the ensuing struggle, Trooper Anderson gained control of the weapon. Beasley was charged and convicted of aggravated assault a second degree felony, and DUI.

**Speed + Ice + Fog = Major Accidents**

On Thursday, December 18, 1980, the weather was cold and foggy. A light coating of ice was polished smooth during the morning commute on Interstate 15 at the Point-of-the-Mountain. Visibility was reduced to less than 50 feet. Many vehicles continued to travel at or near freeway speeds. A few motorists, late for work, accelerated their vehicles past the posted speed limit. Several other motorists had reduced their speed, but had failed to move to the right lane. Soon the inevitable occurred. A fast moving northbound vehicle overtook and collided with a slower moving vehicle. This minor accident set up a chain reaction, which lasted for several minutes. Many occupants were injured. Several occupants left their vehicles and were then struck by vehicles, which suddenly appeared through the fog. Soon the accident spilled over into the southbound lanes.

Troopers were notified of this accident at 7:42 a.m. Upon arrival they found the largest traffic accident in regards to total vehicles involved in the history of the state of Utah. Troopers from Utah County and Salt Lake County responded. The accident completely closed I-15 for a distance of one mile both northbound and southbound. A total of 78 vehicles were involved northbound. The southbound accident involved an additional 56 vehicles, for a total of 134 vehicles. Approximately 80 vehicles had been totaled. Several fuel tanks had been ruptured and the scene was heavy with gas vapors. Fortunately, nobody was killed during these collisions.

History repeated itself on Tuesday, December 27, 1988. Temperatures had dropped to a low of minus 8 degrees. At 8:20 a.m., commuter traffic traveling at freeway speeds entered a dense fog on Interstate 215 near the Jordan River. The end result was 67 vehicles involved in a single accident. Dozens of people were injured, although none seriously. Many motorists reported that following their initial crash, they continued to feel and hear other vehicles impacting into the rear of the accident for nearly a minute.

**Colonel Dennis J. Nordfelt**

Colonel Bob Reid retired in August 1981. His successor was 14 year veteran Captain Dennis J. Nordfelt. Commissioner Larry E. Lunnen appointed Nordfelt Colonel on August 24, 1981. Commissioner John T. Nielsen reappointed him in 1985. During Colonel Nordfelt’s administration, the Patrol received national recognition for innovative programs. The implementation of a new weapon greatly increasing morale on the Patrol. Colonel Nordfelt also faced many challenging events. Budget cuts and increasing costs prevented Colonel Nordfelt from accomplishing some of the goals he had envisioned for the Patrol.

The Utah Highway Patrol was selected as the best dressed police organization in the United States in 1982. Also in 1982, the Department of Public Safety created the Medal of Valor to recognize people who risk their life to save the life of another. That same year, DPS also implemented “career mobility,” allowing troopers to serve in all divisions of the Department.

In 1983, Utah and Arizona opened the nation’s first joint-state port of entry. This innovative and cost effective program has been duplicated throughout the nation. The following year, the Utah Highway Patrol was presented a special “United States Senate Award for Achievement,” for their efforts in the Utah/Arizona Port of Entry.
Colonel Nordfelt served in several positions with the Utah Peace Officers Association. He served as President from 1986 to 1987. Colonel Nordfelt accepted the position of Chief of Police of West Valley City effective July 1, 1987. He later was elected Major of West Valley City. Colonel Nordfelt was an outstanding police executive and served as a model of integrity for those in the law enforcement profession.

**Trooper Daniel W. Harris - August 25, 1982**

Daniel W. Harris began his career in law enforcement in 1972 as a Phoenix, Arizona, police officer. In 1975, he accepted the position of Police Chief in Parowan, Utah. One year later, he accepted employment as a deputy sheriff with Iron County. Dan joined the ranks of the Utah Highway Patrol on March 16, 1979. During his brief career with the Patrol, he served as a field trooper, as an internal affairs investigator, as a member of executive protection, and as a member of the motorcycle squad. Trooper Harris was an exceptional trooper. He possessed all of the qualities, skills, and abilities of a veteran officer. He excelled at whatever assignment he undertook.

On August 25, 1982, Trooper Daniel W. Harris was working I-80 in Parleys Canyon. He observed a speeding westbound Corvette and began pursuit. Traveling near 100 mph, Trooper Harris failed to negotiate a turn and his 1981 Kawasaki motorcycle left the roadway and struck an embankment. Trooper Harris died due to massive head injuries. He was 33 years old and was survived by his wife, Andrea, two daughters and two sons. Following services in Salt Lake City, Dan was buried in Parowan. Trooper Harris was an exemplary police officer.

Sanpete County Deputy Sheriff Ross A. Nordell wrote the following poem that he dedicated to the Utah Highway Patrol Motorcycle Squad and Trooper Dan Harris.

**Farewell To A Trooper**

The golden motor stands idle,  
the rider gone away.  
His comrades standing sadly by,  
they will not ride today.  
Trooper Harris fell in duty,  
serving his beloved state.  
Leaving four young children,  
his comrades, and his mate.

His helmet, wings, the shiny boots,  
the trademark of a man.  
Trained for special service,  
part of the department’s plan.  
But Lord why did he go so fast?  
The eagle just began to soar,  
and now we’ve lost a trooper,  
and a friend we’ll see no more.

Governors, colonel, troopers,  
officers o’er the State,  
I call you all to attention.  
Stand, salute our mate,  
we must keep his memory sacred.  
For his family we must provide,  
and every lawman everywhere,  
should know why he has died.

He died, serving his ideals,  
making Utah a safer place.  
He died a man, with honor,  
protecting the human race.
Troopers with the “Golden Motors”
the State of Utah weeps.
But you must ride, and carry on,
while your Trooper Harris sleeps.

**Seat Belt Survivor Award**

On February 7, 1983, the Utah Highway Patrol presented the first “Seat Belt Survivor Award” to one-year-old Skyler Westergard. Skyler’s mother, Shanna, from Garland, Utah, strapped her son into a child restraint device before her trip on January 5, 1983. Within minutes, a semi-truck slammed into the back of the Westergard vehicle. Trooper Doug Christiansen was certain that Skyler would have been seriously injured or killed had he not been in the child safety seat. The UHP created the “Seat Belt Survivor Award” to recognize survivors of serious accidents and encourage the use of safety belts. This program continues to this day.

**Thistle Mud Slide**

A large amount of moisture during the winter of 1982-1983 saturated many areas of the state. On April 14, 1983, the entire side of a mountain began to slide onto state highways 6 and 89 in Spanish Fork Canyon, directly below the town of Thistle in Utah County. The slide closed the highway, severed the Rio Grande Railroad tracks, and plugged the Spanish Fork River with 2.4 million cubic yards of material. Within a few days rising water began flooding homes at Thistle and the entire town was evacuated.

Governor Scott M. Matheson requested assistance from the federal government. President Ronald Reagan sent Federal Emergency Management Agency (FEMA) Director Louis Giuffrida to Utah. The area was declared a natural disaster. Water soon backed 3.5 miles and 113 feet deep, completely covering the town of Thistle.

Due to the massive amount of material which had been displaced and the instability of the surrounding soil, the decision was made to tunnel through Billies Mountain to recon-
nect the railroad. It was also decided to rebuild the highway over Billies Mountain. A large volume of expensive equipment was moved on sight and the Utah Highway Patrol was given the responsibility of providing 24 hour security and to keep curious onlookers out.

Truck traffic, which normally passed through the Peerless Port of Entry, was routed south. The Patrol responded by utilizing a Department of Transportation trailer as a temporary port of entry near Salina. This facility was manned by Sergeant M. L. Meanea, and Troopers Jim Brierly, Al Christianson, Dave Guest, and Stewart Hunsaker from Carbon and Utah Counties. Portable scale crews which also assisted included Bud Bowman, Kirk Harding, Abe Haycock, Gene Robb, Dennis Shields, Charles Weber, and Blain Wilson. Operational for only seven months, this port checked over 57,000 trucks, sold over $80,000 in permits, and made nearly 80 drug arrests.

Many other areas of the state were also flooded. State Street in Salt Lake City became a raging river. Huge dikes were built to prevent flooding of Provo and Interstate 15, when Utah Lake raised four feet above flood level. Roads in many canyons were heavily damaged by eroding water. By June 3rd, Davis, Salt Lake, and Sanpete Counties were also declared disaster areas by FEMA. Other counties that were heavily damaged included Weber, Juab, Millard, Sevier, Beaver, Morgan, and Wasatch. Temporary Interstate 15 was flooded near Levan. State Highway 89 from Brigham City to Cache County was flooded at Dry Lake. Utah was anything but dry. It was a very busy year for the Utah Highway Patrol.

New Policy - New Laws

Following a two year study, the Patrol adopted an abandoned vehicle policy in November 1984. Abandoned vehicles left parked on the paved portion of any freeway or major highway are towed within two hours. Vehicles abandoned adjacent to any freeway or major highway with all four tires off the paved portions, which do not constitute a hazard, are towed in 24 hours. The above mentioned study revealed 267 accidents involving vehicles parked in the emergency lane of freeways in Utah. In those accidents 29 people were killed, and another 87 people were injured.

The 1985 legislature passed the first child restraint law. The Patrol called this new statute, “a law of love.” This new law allowed the courts to dismiss the $20 fine upon proof of purchase of a child car seat. In 1986, the first seat belt law was passed in Utah. Some people argued that the state was interfering in their lives and taking away their right to choose. This argument has been offered with the implementation of many new laws. Remember the stop sign law implemented in 1926!

Commissioner
John T. Nielsen

Newly elected Governor Norman H. Bangerter selected John T. Nielsen as the new Commissioner of Public Safety in 1985. Nielsen served as chief prosecutor for the Salt Lake County attorney’s office prior to accepting this appointment. He led DPS with vision and insight for the future. He is best known to the public as the state’s spokesman during the Swapp-Singer standoff in Marion, Summit County, in January 1988. His close friends know him as John T. After serving as commissioner for four years, John T. Nielsen returned to private law practice at the close of 1988.

50 Year Celebration

In 1985, the Utah Highway Patrol celebrated 50 years as an agency with full police authority. The Utah Legislature passed Senate Joint Resolution 7, to recognize the growth of the Utah Highway Patrol to 255 field troopers, patrolling 26,000 miles of roadway, and recognizing the many programs implemented by the Patrol to serve and protect the motoring public. The Patrol consisted of 382 sworn personnel and 97 non-sworn personnel in 1985.
Also in 1985, Senate Bill 253, sponsored by Senator Richard J. Carling, established a special license plate for UHP vehicles. These special plates depict the beauty of southern Utah as well as the UHP beehive. On the left side of the beehive are the letters UHP, and on the right side is the trooper’s badge number. Several years later, when the department issued new badge numbers, troopers were allowed to keep these special plates. These special license plates are still used today.

A 50th Anniversary Committee was organized which created a yearbook and a gala 50 year celebration. On August 24, 1985, 750 members of the Utah Highway Patrol and their guests met in the Grand Ballroom of the Little America Hotel, Salt Lake City, for a night of dining, speeches, dancing, and celebration.

**Trooper Tron**

The Utah Highway Patrol obtained its first electronic officer, Trooper Tron, on February 4, 1985. Trooper Tron, a robot trooper, was donated to the Utah Highway Patrol by Channel 2 television as a public service. Public relations officer Trooper Wayne Rider operated Tron.

Tron spent most of his time visiting elementary schools in Utah to participate in safety education programs. During his first year on the job, Trooper Tron visited 391 schools, talked with 85,579 students and made 20 other presentations. Tron talked with 157,950 people that first year teaching them the benefits of safety belts, bicycle safety, pedestrian safety, and traffic safety.

Trooper Tron was self equipped with several small traffic signs, a flashing red and blue light, a built in safety belt, a television screen, and of course the UHP smokey hat and badge. Operated by remote control, Trooper Tron moved about talking to young students eager to listen. During the presentation, students received coloring books, which emphasized safety. Hercules Aero Space of Magna, Utah, donated these books. Students also received plastic badges that designated them as Junior Utah Highway Patrolmen.

Trooper Tron continued to serve until 1992, when Trooper Morton Smith replaced him on August 11, 1992. Trooper Morton Smith was derived from Morton International and Smith’s Food and Drug, who donated the funds for this project.

Robotronics in Spanish Fork built trooper Smith. He boasts a human face and moving eyes and hands. Trooper Smith continues to deliver important safety messages to Utah elementary children.

**The Mustang Era / 1985 - 1995**

In July 1985, the Patrol added 25 Ford Mustangs to the fleet. The 302 cubic-inch V8, four-barrel, high performance engine produced 210 horsepower. Coupled with a five speed manual transmission, the Mustang could go from zero to 60 mph in 5.8 seconds and had a top speed of 135 mph. While administration was impressed by the performance characteristics of this vehicle, economics was a large reason for testing the Mustang. The 1985 Mustangs were purchased for $9,500 each, about $1,700 less than the larger, four-door sedans the Patrol had been buying. The Mustang also proved to be more fuel efficient than the larger sedans.

The Patrol soon realized another advantage of the Mustang. The general public knew it was fast. Many high speed pursuits were avoided or quickly terminated simply because violators believed they could not outrun the Mustang. During one high speed pursuit, the violator continued to flee when two large sedans appeared.

Finally, when a Mustang joined the chase, the violator immediately stopped. When asked why he decided to stop, the violator said, “I knew I could outrun those other patrol cars, but I can’t outrun a Mustang.”

Prior to receiving a Mustang, troopers were required to complete a two day emergency vehicle operation course. Troopers had to learn to shift gears, talk on the radio, operate police equipment such as radar, and drive, all at the same time. The Mustang was difficult to drive during inclement weather. Officers learned to shift to a higher gear and feather the accelerator to keep from spinning the back tires.

One disadvantage of the Mustang was its small size. Due
to officer’s safety and the large quantity of issued equipment, troopers could no longer transport passengers in the back seat. Trunk space was also limited. Many modifications in equipment were made to accommodate this reduced space. Large first aid kits issued during the 1970s were replaced with smaller units. Large traffic cones were replaced with smaller cones. Pry bars carried since the 1940s were eliminated, as was a scoop shovel that was first issued in the 1930s. Compact police radios were purchased. The Patrol experimented with a folding shotgun stock for the Remington 870. After two years of use, on a limited number of weapons, the folding stock was discontinued. Weapons that had been converted were again fitted with the standard wood stock.

For the next decade, the Utah Highway Patrol purchased Mustangs. By the late 1980s, the entire field fleet consisted of Mustangs. Several large troopers modified the front seat to accommodate their physique. The Patrol continued to purchase Mustangs until a new body style in 1994 increased the purchase price dramatically. The Mustang was slowly phased out of service in the 1990s.

Honorary Colonels

The Utah Highway Patrol Honorary Colonels Association was chartered on November 13, 1985. In attendance were Colleen M. Bangerter, wife of Governor Bangerter; State Senator Richard J. Carling, State Representative Mike Dimitrich, Mark Fuellenbach, State Senator Lyle W. Hilliard, former Commissioner Raymond A. Jackson, “Met” N. Johnson, Lynn R. Poulsen, Dr. Sterling R. Provost, Glen Richeson, “Tex” Savage, and Otis Winn.

It was agreed that the purpose of the UHP Honorary Colonels was to support the Utah Highway Patrol in every possible way and to lend their support to the Department of Public Safety, where possible. The Honorary Colonels was organized with Sterling Provost as chairman, Met Johnson, chairman elect, and Tex Savage as secretary/treasurer.

The Honorary Colonels established various awards programs, including Trooper of the Year. They appeared before legislative sub-committees in support of the Patrol’s legislative program. Working with private enterprise, the Honorary Colonels created many innovative projects. Burger King furnished “Courteous Driving Awards” which troopers gave to safe drivers. These certificates could be redeemed for a complementary meal at Burger King. Smith’s Food and Drug donated a Thanksgiving turkey for every trooper.

The Honorary Colonels sponsored the adoption of an official UHP flag in 1988. Jeff Tippits, a Patrol dispatch supervisor in Cedar City, submitted the design of this flag. The official flag of the UHP is a golden outline of the State with a beehive and the State Seal on a brown background. Visitors to headquarters see this flag, proudly displayed in the reception area.

One of the most noteworthy projects of the Honorary Colonels was the UHP relic car restoration. In January 1986, Sergeant Les Langford located a 1950 Ford in Naples, Utah. The flathead V8 engine, three speed column shift and two-door body style was identical to cars used by the Patrol in 1950. Sergeant Langford approached the Utah Highway Patrol Association with the prospect of restoring this vehicle for
parades, safety fairs, and public relations. While the UHPA agreed this project would bolster the image of the Patrol, the UHPA was not in a position financially to undertake the project.

In 1987, the Honorary Colonels became aware of this proposal and willingly accepted the challenge. Colonel Lynn Labrum, owner of L&L Motor, a Ford dealership in Roosevelt, Utah, capably coordinated the work. Using old photographs, the 1950 Ford was painted a distinctive black and white that is identical to the patrol cars of that era. Ford Motor Company donated $1,000 to the project. Many individuals donated labor, materials, and money. Patrol warehouses were searched for relic police equipment including a siren, rotating red light, and low-band whip antenna. The Honorary Colonels spent about $4,000; and one year to complete the restoration. On July 26, 1988, during ceremonies in front of the State Capitol, the restored patrol car was presented to Governor Norm Bangerter, Commissioner John T. Nielsen, and the Utah Highway Patrol.

The 1950 Ford, bears license plate UHP HCA, representing Utah Highway Patrol Honorary Colonels Association. Today, the relic car continues to instill pride in the Patrol and provides symbolism for what the UHP has been to Utah over the years.

Major Accident - Minor Injuries

On October 20, 1985, off-duty Trooper J. Carlos “Abe” Haycock, 60, his wife Shirley, 54, and their daughter, Jody Stephenson, 24, were in the northbound lanes of I-15 approaching 2700 South. They were following a semi-truck pulling a flatbed trailer loaded with a backhoe. The driver of the flatbed had failed to properly lower the boom of the backhoe. He also failed to notice the flashing “high load” warnings just before 3300 South, which had been tripped when the high load passed under the 3900 South structure.

The backhoe slammed into the 2700 South overpass, jackknifing the flatbed and toppling the backhoe onto the

Trooper J. Carlos “Abe” Haycock, his wife and daughter escaped serious injury when a backhoe landed on their vehicle. October 20, 1985. Trooper John Kyser investigated the accident.
Haycock’s vehicle. The backhoe bucket crushed the roof of the small car above Mrs. Haycock, pinning her in the vehicle. This accident snarled traffic for three hours as officers worked to clear the debris. Trooper Haycock and his family emerged with only minor injuries.

**Criminal Interdiction**

On February 12, 1986, Trooper James Hillin stopped a 1982 Dodge for speeding near Salina. The two male occupants were acting suspiciously, so Trooper Hillin requested permission to search the vehicle. When he opened the trunk, he saw five packages wrapped in gray duct tape. Trooper Hillin closed the trunk and secured a search warrant. The packages were later discovered to contain 22 pounds of cocaine paste, wrapped in mustard in an attempt to mask the odor.

On April 29, 1986, Trooper Phil Barney, patrolling State Highway 89 south of Salina, stopped a 1979 Cadillac for a traffic violation. Upon approach to the vehicle he smelled a heavy odor of perfume or room deodorizer. The driver and passenger appeared extremely nervous. The suspects consented to a search of the vehicle. Trooper Barney noticed some alterations on the paneling on either side of the back seat. Upon removing the paneling, he discovered 20 kilos (44.5 pounds) of pure cocaine.

These discoveries were the springboard to dozens of subsequent drug busts on what was later dubbed “Cocaine Lane.” Troopers realized that Utah is a crossroad for the transportation of illegal drugs. Many drug couriers had been operating for years without detection. The Utah Highway Patrol was determined to learn where, when, and how these drugs were moving through Utah.

The Patrol turned to a neighboring state for many of the answers. Captain John Cartwright attended several Four State Peace Officers Association meetings. Through these contacts, he learned of several major drug arrests by the New Mexico State Police on Interstate 40. This project was known as “Operation Pipeline” by the Federal Drug Enforcement Administration. Captain Cartwright contacted the New Mexico State Police and requested that a veteran officer with expertise in these cases come to Utah and train Utah troopers about their program. The New Mexico State Police sent Sergeant Jeff. S. Faison.

Sergeant Faison taught a one day class in Price, Utah, on March 20, 1986. During the previous five years, Sergeant Faison had made 11 cocaine seizures totaling over 300 pounds. He had made numerous marijuana seizures, which totaled over 4,200 pounds. His currency seizures totaled over $550,000. His tactics were straightforward and appeared to be too simple - enforce all traffic laws, look past the initial traffic stop for evidence of criminal activity, ask for consent to search for illegal drugs, and know where drug smugglers hide drugs in vehicles.

Utah troopers were anxious to put this knowledge to use and to begin their own “Operation Pipeline.” Following this class, troopers on Interstate 70 made major drug arrests every month during 1986.

A decision was made to organize a major roadblock on Interstate 70. On November 19, 1986, a roadblock was established at milepost 121. Within the first hour, a hidden com-
The administration organized intensive training in criminal interdiction tactics for all troopers. During February 1987, officers who had excelled in criminal interdiction were flown to Utah from New Mexico, New Jersey, and Louisiana. Every trooper attended training at Peace Officer Standards and Training. Again, the benefits of this training produced immediate results.

During the next few months seizures and arrests began to happen on all interstate systems throughout the state. The first year of “Operation Pipeline” generated 32 incidents resulting in the seizure of illegal drugs with a street value somewhere between 15 and 70 million dollars. During the first quarter of 1987, UHP drug seizures placed Utah second in the nation, only behind New Jersey, in total highway cocaine seizures. Utah marijuana seizures ranked sixth in the nation for the same period.

Trooper Richard L. Haycock and Trooper G. Steve Rapich compiled a training manual called “Criminal Interdiction Through Traffic Enforcement.” This manual explains the interdiction concept, analysis of applicable search and seizure law, and an overview of identifiable characteristics produced by active criminals. Motivated troopers learned to recognize and document subtle indicators of criminal activity during routine traffic stops.

By October 1987, the Utah Highway Patrol had become a leader in the nation in the interception of illegal drugs that are transported by vehicle. The Patrol had recovered 3,500 pounds of marijuana, 432 pounds of cocaine, 1 ounce and 105 vials of hashish, and 124 grams of heroin. The UHP also confiscated $821,000 from alleged and convicted drug dealers and 48 vehicles used in the transportation of narcotics.

On October 1, 1987, Governor Norman H. Bangerter awarded the Utah Highway Patrol the “Governor’s Productivity Award” for 50 record setting drugs busts and an emphasis on drivers’ safety statewide. Governor Bangerter stated, “Over the past year and a half our troopers have developed one of the most successful drug interdiction programs in the nation.”

On October 8, 1987, the Utah Peace Officers Association presented a plaque to Colonel Mike Chabries in recognition of the Utah Highway Patrol’s seizure of large quantities of illegal narcotics. The following statistics generated by the Utah Highway Patrol demonstrate the growth of the criminal interdiction program in Utah:

On September 25, 1987, Trooper G. Steve Rapich stopped a Lincoln Continental, westbound on Interstate 70 at milepost 126, for a headlight violation. The male driver produced a California driver license and a registration receipt from the state of Illinois. The driver claimed he recently purchased the vehicle in Illinois. The passenger stated that he had just met the driver in Chicago and had accepted a ride to California. After issuing a warning for the headlight violation, Trooper Rapich asked the driver if he was transporting any firearms or drugs in the vehicle. The driver stated, “No, would you like to look?” Often drug runners will grant officers consent to search because they do no believe the officer will be able to locate hidden compartments.
After removing the back seat, Trooper Rapich located four packages wrapped in duct tape. He confronted the driver and the passenger concerning the packages and they both denied any knowledge of the packages. Removing a portion of duct tape from one of the packages revealed tightly packed bills in various denominations.

The passenger then told Trooper Rapich to just keep the money and turn them loose. Trooper Rapich told the occupants that he would have to make a thorough count of the money and issue them a receipt. Again, the passenger said that it was not their money and they did not want a receipt. A drug detection dog was summoned and immediately alerted on both the currency and the wrappings containing the currency. After three hours of counting, the total amount was determined to be $410,052. The driver and passenger failed to appear at the forfeiture hearing.

On September 21, 1988, Trooper Denis Avery stopped a pickup truck with a camper shell, westbound on Interstate 70 near Salina, for no visible registration. The driver presented Trooper Avery with a temporary vehicle registration that did not match the vehicle. A second occupant exited the camper and Trooper Avery saw what appeared to be a false compartment, hidden by a sheet of plywood and covered with carpet. Upon further investigation, Trooper Avery discovered an extremely large quantity of money, wrapped in bundles of $1s, $5s, $10s, $20s, $50s, and $100s, located under a single sheet of plywood and framed with 2 by 4s. He requested a drug sniffing dog, which immediately “hit” on the money. The money was seized as suspected drug money. A thorough count of the money revealed $1,137,658. During a forfeiture hearing on November 15, 1988, 6th District Judge Don V. Tibbs ruled the state had failed to prove beyond a reasonable doubt that the money was linked to drug deals. He then ordered the cash returned.

In August 1988, Utah received $435,046.12 from the federal government, which represented the state’s portion of seized drug money. A portion of this money was allocated to the Utah Highway Patrol. From this money troopers were issued portable radios, soft body armor, and other equipment. The state also received two airplanes and several luxury cars, including a Porsche and a Mercedes-Benz, that were seized from drug dealers. With many victories, a few losses, and new equipment courtesy of drug runners, the Utah Highway Patrol continued the “war on drugs” into the next decade.

Purple Heart

Trooper Dennis Bringhurst was a 13 year veteran with the Utah Highway Patrol on May 27, 1986. He was working a graveyard shift in Salt Lake County. Shortly after 1:00 am, Trooper Bringhurst’s attention was focused on a white 1968 Ford, northbound on I-15. The erratic movements of the vehicle were obvious indicators of an impaired driver. Trooper Bringhurst followed the Ford as it exited at 1300 South, and attempted to stop the vehicle. The driver turned north on Third West, then right on Paxton Avenue (1180 South), where he finally stopped the vehicle.

Upon approach to the driver, Trooper Bringhurst asked if the driver had been drinking. The driver responded, “It doesn’t matter, does it?” The driver then raised a 12 gauge sawed-off shotgun and shoved the barrel out the driver’s window. Reacting to training and instinct, Bringhurst fell backwards as the suspect fired his weapon. The blast struck Bringhurst in the right side of his head. Two pellets entered 1/4 inch to the side of his eye. The top of his right ear was immediately severed. Several other pellets grazed the side of his head. As he fell, Bringhurst drew his weapon and began to fire into the vehicle. Trooper Bringhurst was able to get off five rounds before his assailant sped away.

Struck once in the abdomen and one in the face, Daniel Lee Johnson, 32, sped away from the scene. He had an extensive criminal history, which included burglary and assault with a deadly weapon. Armed with a shotgun and a semi-automatic pistol, Johnson had been in pursuit of his former girlfriend and her new male roommate and had vowed to kill them both. His plans were altered when Trooper Bringhurst stopped him. He now increased his criminal status by attempting to murder a police officer.

Salt Lake City Police Officer Ralph Evans saw Trooper Bringhurst make the routine traffic stop. As he turned to assist, Officer Evans heard gunshots and saw Trooper Bringhurst fall. As the suspect vehicle sped away, Officer Evans began pursuit.

Traveling east on Paxton Avenue to 200 West, Johnson at-
Salt Lake City Police Department had converted to semi-automatics during the 1970s. Following an accidental shooting of an officer, the department returned to the revolver.

Within a week following the shooting of Trooper Brinkhurst, the Patrol announced that the administration had made the decision to change to semi-automatic pistols. Colonel Dennis Nordfelt was convinced that both issues of firepower and safety were solved with the German manufactured Heckler & Koch, P7-M13, 9mm semi-automatic pistol. During the fall and winter of 1986/1987 every trooper received three days of training, which included firing of over 500 rounds of ammunition.

Fleeing Felon

On the night of November 16, 1986, West Jordan Police stopped a pickup truck at 2700 West 5600 South on suspicion of drunk driving. The driver, Boyd D. Harper, 40, had been paroled October 14th from the Utah State Prison after serving 18 months for aggravated assault. During this routine traffic stop, Harper sped away with officers in hot pursuit. The pursuit entered I-15 and was joined by troopers of the Utah Highway Patrol. The fleeing felon accelerated to 100 miles per hour. Several times troopers attempted a boxing technique; however, Harper would swerve toward the troopers in an attempt to ram the patrol cars. Harper exited at 12400 South and drove west to 1300 West. On 1300 West he drove north to 11400 South, then turned west. Finding Redwood Road blocked ahead, Harper made a U-turn and collided head-on with Trooper Michael Cowdell’s patrol car.

As the officers approached, Harper grabbed a shiny metal object from the front seat. Trooper Larry G. Wehrli fired one round from his .357 revolver, striking Harper in the face. Even after being shot, Harper attempted to back the truck from the scene. Harper was flown by helicopter to LDS Hospital. The shiny object turned out to be a can of starting fluid.

Following an extensive investigation by the Salt Lake County Attorney’s Office, it was ruled that Trooper Wehrli’s actions were justified. Bud Ellett, Chief of the Salt Lake County Attorney’s Office, stated, “I’m sure that every trooper out there has a quick recollection of Trooper Brinkhurst’s attempted to turn north. His vehicle skidded out of control, hit a rise of ground and crashed into a chain-link fence. Officer Evans slid to a stop as Johnson exited from the passenger side. Officer Evans drew his weapon and ordered the suspect to stop. Johnson ignored this command and fled into the darkness. Chasing the suspect eastbound into an alley, Officer Evans caught the suspect attempting to climb a chain-link fence. He took the suspect into custody without further incident.

Trooper Dennis Brinkhurst recovered from his wounds and soon returned to duty. He was honored by the Salt Lake Exchange Club and was presented their Blue and Gold Wounded-in-Service Award. He also received the Utah Department of Public Safety Purple Heart Award.

On February 6, 1987, a jury convicted Danny Lee Johnson of attempted murder. On February 19, 1987, Third District Judge Raymond Uno sentenced Johnson to five-years-to-life and then added an additional one-to-five-years consecutive sentence for committing the crime with a firearm. He added that Johnson should serve at least 15 years plus the weapons enhancement because Johnson is a habitual criminal.

A New Weapon

The Utah Highway Patrol had issued the .357 magnum revolver since 1938. Originally these weapons had a six inch barrel. The barrels were shortened in 1947 and 1948, to four inches. Beginning in 1953, the Patrol purchased model 27 Smith and Wessons with three and a half inch barrels. During the 1970s and 1980s, much debate centered on the firepower of revolvers and the safety issue of semi-automatics. The
Colonel Mike Chabries

Lieutenant Colonel Mike Chabries was appointed Colonel of the Utah Highway Patrol effective May 1, 1987. Colonel Chabries continued to place strong emphasis on drug interdiction, alcohol enforcement, police traffic services, and commercial vehicle safety programs.

During his administration, Colonel Chabries reorganized the top administration of the Patrol to eliminated two major and three captain positions. Following this reorganization, the top administration of the Patrol consisted of one colonel, one lieutenant colonel, and four captains. One captain was assigned to the Special Services Bureau, one was over the Commercial Vehicle Bureau, and two were over the Field Bureaus.

Colonel Chabries implemented programs in which results could be measured. Perhaps the most innovative program was the “Arrive Alive” program. Colonel Chabries was also noted as an excellent budgeter and a dedicated manager. He only served in the capacity of Superintendent for a little over one year. Colonel Chabries was then appointed Chief of Police of Salt Lake City, effective July 13, 1988. In 1993, Chabries was appointed Colonel of the Minnesota State Patrol.

Arrive Alive

The 1986 state legislature passed the first seat belt law in Utah. After much debate, the original bill was amended to make the law a secondary offense. This meant that an officer could not stop a vehicle simply because the driver or occupants were not wearing a seat belt. However, if an officer stopped the vehicle for another violation and the occupants were not belted, then the officer could issue a citation for the

In 1984, UHP Pistol Team members Les Langford and Stan Anderson won second place during team competition at the Western Classic, Las Vegas, Nevada. A total of 22 two-person teams competed during the three days of competition.
secondary violation of failing to wear a seat belt. The maximum fine was defined by law as $10.

Citizens, courts, and even officers had to be educated that the seat belt law is an effective tool to save lives. The Patrol classified this law as a hazardous arrest in an attempt to create a greater incentive for enforcement. Several sections created positive incentives, such as gift certificates, which troopers issued to motorists who buckled-up.

The following year the federal government allowed states to raise the national speed limit from 55 to 65 mph on rural sections of interstate. On May 18, 1987, the Utah Highway Patrol announced a new campaign for safety on the highways called “Arrive Alive.” During a press conference, Colonel Mike Chabries noted, “We genuinely care that Utahns ‘arrive alive’ at their destinations.”

The “Arrive Alive” safety program instructed drivers to always buckle up, obey the speed limit, don’t drink and use drugs and drive, and adjust driving attitudes to become more safety conscious. The “Arrive Alive” program combined education and enforcement to accomplish these goals. “Arrive Alive” stressed that traffic safety is not just a Highway Patrol and law enforcement responsibility - safety is everyone’s business. Law enforcement and public education worked together to provide meaningful solutions to traffic safety problems. For example, the Patrol held courtesy radar checks to help drivers determine the accuracy of their speedometers. The Patrol then began enforcement of the posted speed limit with lower tolerances. Utah had been in jeopardy of losing federal highway funding due to non-compliance with the national speed limit. Within one year of the start of “Arrive Alive,” Utah was again in compliance.

A survey conducted by the Utah Highway Patrol during December 1986, revealed seat belt usage at 46 percent in urban areas of the state and 28 percent in the rural areas. The national usage rate in 1986 was 34 percent. From September 1 through November 30, 1986, the Patrol issued 634 citations and over 7,000 warnings for failure to wear seat belts. Enforcement activity steadily increased as public education and officer awareness increased. The terminology also changed. Seat belts were labeled “safety belts.” The Patrol issued 3,076 citations and 6,994 warnings for failure to wear safety belts from March 1987 through June 1987. Also issued were 152 child restraint law citations and 324 warnings. The child restraint law was later termed “a law of love.” Bumper stickers were placed on all patrol cars that read, “Love your children? Buckle them up!”

In May 1988, Utah received the National Highway Traffic Safety Administration (NHTSA) Certificate of Achievement in honor of the successful “Arrive Alive” traffic safety program. NHTSA also presented the Public Service Award to Commissioner John T. Nielsen, Colonel Mike Chabries, and to Richard Howard, Director, Utah Highway Safety.

**A Change in Ports of Entry**

Following several hearings and much debate, the 1987 Utah State Legislature directed the Utah Highway Patrol to eliminate sworn officers from the Ports of Entry. Special function officers replaced troopers. The special function category was created in an attempt to reduce training and wages. Special function officers had authority only in their assigned duties and only while officially working in that capacity. Troopers previously assigned to the Ports of Entry were given the option to remain at the port with a reduced
wage or transfer to another position within the department. The 1990 legislature completely reorganized the Ports of Entry and transferred responsibility from the Utah Highway Patrol to the Department of Transportation.

Utah Hope Project
“Making Dreams Come True”

On December 19, 1987, Sergeant Mike Frelick of the Montana Highway Patrol contacted Sergeant Les Langford. Sergeant Langford was asked to take a large teddy bear to Tammy Elwood, age 14, Helena, Montana, a patient at the Primary Children’s Hospital in Salt Lake City. Tammy had undergone numerous medical procedures in an attempt to stop the spread of cancer in her young body. Her only wish for Christmas was for a teddy bear. The Montana Hope Project, established by the Montana Highway Patrol, wanted a representative of the Utah Highway Patrol to deliver this gift.

Following this heart wrenching meeting, Sergeant Langford met with Sergeant Frelick on December 25, 1987, to learn more about the Montana Hope Project. In January 1988, Montana Hope Project Director, Trooper Larry Bean, Sergeant Frelick, and Sergeant Langford met with the Utah Highway Patrol Association with the proposal of beginning a Utah Hope Project. The following month, the UHPA agreed to organize the Utah Hope Project as a community service project. In July 1991, the Utah Hope Project became a separate corporation and has continued to grow. The Utah Hope Project is a charitable, non-profit organization with the sole purpose of “Making Dreams Come True” for children with life threatening illnesses.

Since its organization, the Utah Hope Project has assisted 23 individual children. Each of these children had different wishes. The following are but a few stories of how the Utah Hope Project makes dreams come true.

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Twelve year old Monica Chaidez had a wish. A simple wish by most standards, but a big wish for this little girl. Monica wanted a compact disc or cassette of the singer Gloria Estefan. In February 1993, the Utah Hope Project became aware of Monica’s illness, a malignant brain tumor, and her desire to have just one of her favorite performer’s tapes. Through the generous donation of Best Department Store, the Hope Project was able to give Monica an AM/FM stereo CD player “boom box.” Gloria Estefan’s producers were contacted in California, and they sent her an autographed copy of Gloria Estefan’s photo. Pegasus Records were contacted and they graciously donated every compact disc that Gloria Estefan had made, as well as six music videos of her concerts. A simple wish for a little girl. Monica died two months later.

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David Haws, age 11, suffering from Non-Hodgkins Lymphoma, wanted a color television and a Super Nintendo. Although his parents wanted a different wish for David, the Utah Hope Project grants the child’s dream. With the permission of his parents, David not only received a color television and a Super Nintendo, but he also received a dual cassette boom box.

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Jackie Hawley, age six, suffering from a malignant brain tumor, had a special dream of meeting Sleeping Beauty. Jackie and her family were flown to Disney World. Trooper Pat Santangelo of the Florida Highway Patrol served as chauffeur and tour guide during the four-day trip. The Hawley’s visited Disney World and met Sleeping Beauty, Mickey Mouse, Donald Duck, and many other Disney characters. They also visited the Hard Rock Cafe, the Epcot Center, Universal Studios, Sea World, and the Kennedy Space Center.

Brad Kranwinkle, age 12, suffering from Duchenne Muscular Dystrophy, loved to play hockey before his disease confined him to a wheelchair. He was a great fan of Theoren Fluery, who played for the Calgary Flames. Brad and his family were flown to San Jose, California, where the Calgary Flames played the San Jose Sharks. The California Highway Patrol provided constant attention and assistance. The Kranwinkle’s stayed at the San Jose Hilton, where the Calgary Flames were also staying. At the game, Brad was taken down on the ice for one-on-one practice with Theoren Fluery. At the end of the game, Brad was taken to the Calgary Flames dressing room where he received his very own Calgary Flames jersey.

The Utah Hope Project also helped 27 children collectively in another project. The Ogden School for the Deaf and Blind, wanted to send these children to a Special Olympics in California, and needed $4,000. The Utah Hope Project considered this a small price to pay for such big rewards.

In 1992, the Utah Hope Project began receiving financial assistance for the Utah 1088 motorcycle rally. Organized by Kearns resident Steve Chalmers, the Utah 1088 attracts riders from throughout the United States. For motorcyclists, riding is a dream fulfilled. Perhaps that’s why bikers are so good at raising money for a worthy cause like the Utah Hope Project. All riders pay an entry fee of $100 plus solicit donations from private corporations.

During the Utah 1088 rally, riders attempt to complete 1,088 miles in a 24 hour period. Like most car rallies, the Utah 1088 route is kept secret until a few minutes before departure. As Rallymaster, Chalmers’s job is to find a variety of scenic back roads and interesting historic sites. With five national parks, nine national forests, two national recreation areas, 48 state parks, and 22 major lakes to choose from, Utah is a dream come true for bike riders. That’s what it takes to draw riders from throughout the United States and Canada. The fact that all proceeds go to a worthy cause is another major draw. In 1995, the Utah 1088 rally raised $30,000 for the Utah Hope Project.

Many private and corporate donations are received annually for the Utah Hope Project. In 1994, Delta Airlines donated $5,000 from their “Fair Share” program to the Utah Hope Project. Today, the Utah Hope Project continues to be managed by members of the Utah Highway Patrol Association and concerned citizens of Utah. Since its creation, the Utah Hope Project has fulfilled over 50 dreams for children. Together, as caring people, members of the Utah Hope Project work to give hope and happiness to these special children and their families.

Ben Fagan, age eight, has an uncommon chromosomal syndrome that is responsible for a variety of health problems. Ben had two wishes. First, he asked for a red bike, and then in passing mentioned that a train ride might be fun as well. A red three-wheeled bike was located at the Loveland Cycle Center in Brigham City, which was perfect for the first wish. Sergeant Michael Johnson then accompanied Ben for a ride on the historic Heber Creeper. The highlight of the day came on the return trip when Ben rode in the engine.

The Sergeant Mike Johnson riding in the Utah 1080, with members of the UHP motorcycle squad.
Return to Marion

Following the death of John Singer on January 18, 1979, and the dismissal of the $111 million wrongful death lawsuit by Judge David Winder in September 1982, many Utahns forgot about this case. In October 1982, Mrs. Singer appealed this case to the U.S. 10th Circuit Court of Appeals in Denver. Two years later, in September 1984, the 10th Circuit Court turned down the Singer suit. The following month Vickie appealed to the U.S. Supreme Court. During March 1985, the U.S. Supreme Court refused to hear the appeal, permanently ending the legal battle over John Singer’s death.

Following John Singer’s death, Addam Swapp of Fairview, Sanpete County, Utah, had moved in with the Singer family and had taken two of Singer’s daughters as wives. During the following years he fathered six children with Heidi and Charlotte. As patriarch of the Singer/Swapp family, Addam developed a deep hatred for the Church of Jesus Christ of Latter-day Saints, several residents of Summit County, and the state of Utah.

Vickie Singer continued to harbor bitter feelings toward the LDS Church, Summit County officials, and the state of Utah. This hatred was shared by Vickie’s oldest son, Timothy Singer, and Addam’s younger brother, Jonathan Swapp.

On May 25, 1987, Addam wrote a letter naming 13 men “and all those involved in Marion Water works” as responsible for the death of John Singer and demanded atonement. The letter also accused the LDS Church of being an “evil church” involved in a conspiracy to drive the Singers from their 2 1/2 acre farm. That same year, Vickie refused to pay property taxes on her farm.

On January 16, 1988, two days before the ninth anniversary of the death of John Singer, Addam Swapp broke into the Kamas LDS Stake Center. He filled the cultural hall with 50 pounds of dynamite with a “booster” of ammonium nitrate, which doubled the explosive force. This bomb was detonated at 3 a.m., causing $1.5 million in damage. This act of terrorism was Addam’s way of notifying the LDS Church and Utah that he had begun the “atonement” with a vengeance.

Upon leaving the church, Addam stuck a spear in the ground in the northeast corner of the church property. Nine feathers were attached to the handle, next to the engraved date - January 18, 1979. The nine feathers signified the nine years since John’s death. Tracks in the snow led from the spear directly to the Singer farm. When police contacted Addam Swapp and Vickie Singer and ordered them to surrender, they refused, and promised a battle if lawmen stepped onto their property.

The Summit County Sheriff’s office immediately requested assistance from the Utah Department of Public Safety. Due to the use of explosives and the involvement of the LDS Church which is located worldwide, DPS summoned experts with the Bureau of Alcohol, Tobacco, and Firearms (ATF) and agents with the Federal Bureau of Investigation (FBI). Within 24 hours, approximately 100 law enforcement officers had responded to the scene. The Singers/Swapps refused to communicate with police. Inside the home were 15 people, including Addam Swapp’s six children, all under the age of six.

On Sunday, January 17, Vickie Singer’s son-in-law, Roger Bates, was allowed to visit the Singer/Swapp family in hopes of opening a line of communication. Upon his return, Bates told reporters that they had no intention of surrendering. He added, they “are just waiting for John to come home - to be resurrected.” At that time they expected an armed confrontation with lawmen. He further revealed that Addam Swapp claimed he had received a revelation from God that John Singer will rise from the dead to protect them at the moment police launch their attack. They believed John Singer’s resurrection would trigger the downfall of corrupt government and religious institutions and clear the way for the second coming of Jesus Christ.

This news was extremely disturbing to law enforcement officials. Police can often negotiate with criminals. Religious fanatics will seldom negotiate and are extremely unpredictable. The Singers/Swapps had already demonstrated their willingness to respond with acts of terrorism.

Warrants for the arrest of Addam Swapp and Vickie Singer were signed by 5th Circuit Judge Maurice D. Jones,
charging them with aggravated arson, criminal mischief, and possession of an infernal device in connection with the bombing. Commissioner of Public Safety John T. Neilsen assigned Deputy Commissioner Doug Bodrero as on scene commander.

Officers feared that the anniversary of John Singer’s death may become violent, but January 18th came and passed without event. Again, Roger Bates was allowed to visit the Singer farm. Again, attempts to establish communications with the Singer family met with failure. Mr. Bates explained that the family had nothing more to say. They were simply waiting for the police to attack so John Singer could be resurrected.

Authorities wanted to avoid a direct confrontation due to the presence of children. All officers received explicit orders that under no condition were they to fire on the house. It was necessary to rotate officers every few hours due to extremely low temperatures, which nightly dropped below zero. Nine troopers per shift were utilized for perimeter security. Logistics to accommodate these officers, plus a demanding news media, continued to burden Commissioner Bodrero.

The following day, more than a dozen bullets were fired from the farm as officers erected and turned on a bank of spotlights, which illuminated the Singer farm. Officers were not certain whether the bullets were meant for them or the lights. During this incident several lights were hit and damaged.

On Wednesday, January 20, members of the Singer family continued to fire toward police lights. It was estimated that more than 50 rounds from high powered rifles were fired from sunset Tuesday to sunrise Wednesday. Again, police refrained from returning fire. Authorities did not want Addam Swapp or any of his followers to become martyrs to their cause.

Authorities had summoned professional negotiators from the FBI. However, these negotiators could not be utilized unless communications were established. In order to further motivate the Singers/Swapps to open communications, the decision was made to disconnect electrical power to the compound. An FBI marksman, who fired two rounds into a power transformer, accomplished this.

That same day, a federal grand jury indicted Addam Swapp and Vickie Singer on four counts. Three of the counts stemmed from the January 16th bombing: “maliciously damaging” the church with explosive, “the use of a destructive device in a crime of violence,” and “the possession of an unregistered destructive device, this is, a bomb.” The fourth count resulted from the barrage of bullets that had been fired toward law enforcement officers surrounding the farm.

Officers were obligated to inform Addam Swapp and Vickie Singer of the federal charges brought by the grand jury. Authorities were also hopeful that notification of these indictments would avert further acts of aggression towards officers. Due to the continued refusal to speak with authorities over the telephone, a helicopter was used to drop a written message into the Singer compound. Officers observed an adult male, armed with a rifle, retrieve the message. Again, these tactics failed to open lines of communication.

During the days that followed, authorities used a variety of tactics in an attempt to move the siege to a peaceful conclusion. Low flying aircraft buzzed the house and circled the farm. Spotlights were extinguished and aerial flares were fired over the compound. Emergency vehicles activated lights and sirens. Later, a public address system was installed which directed high-pitched electronic static at the Singer compound. The main water line into the compound was severed. During this period of time, law enforcement officers were often fired upon. As ordered, officers refrained from responding with deadly force.

As the siege entered the second week, many citizens questioned the need for such tactics. The news media labeled these tactics as “psychological warfare.” On January 24, Ramon and Harriett Swapp, the parents of Addam Swapp, arrived at the law enforcement command center in Marion complaining about the “bizarre” psychological pressure being applied. On January 25, Ogden Kraut, a longtime friend of the Singer family and fundamentalist Mormon, was allowed to visit the farm. He returned with the disappointing news that the standoff had done nothing to shake the convictions of Vickie Singer and Addam Swapp. They still believed an armed confrontation was needed to bring the resurrection of John Singer.

The following day, Kraut again entered the farm and delivered a letter from Governor Bangerter, expressing concern for the children in the home and asking Addam Swapp...
and Vickie Singer to surrender. That evening, approximately 50 people rallied outside the Governor’s mansion calling for a peaceful solution to the standoff.

On Wednesday, January 27th, communication was reestablished with the Singer farm, but authorities were unhappy with the message. Addam Swapp and Vickie Singer had prepared letters for Governor Bangerter. They were delivered via Ogden Kraut.

In a seven page letter Addam Swapp stated, “I stand on the truth and declare my independence from this government and society... We are independent and separate from your wicked society... Take a warning - any man of yours which attempts to cross the boundaries of this place, without our permission, will be treated as an aggressive act on your part against us and we will defend ourselves in any manner we see fit... I now must warn you and anyone else involved... leave this valley immediately... Those who would come against this my people, will I verily cause to be destroyed.”

Vickie Singer wrote a nine page letter which contained, “We will not compromise our stand... The matter of the bombing of the church was of God making bare his arm through his servant, Addam Swapp... Church, State and Nation will be brought up a standing like a wild colt to a snubbing post.”

After reading these letters, authorities were convinced that a peaceful solution was impossible. A plan was formulated to isolate and subdue Addam Swapp. Twice in the past, Addam and Jonathan had emerged from their home and fired upon loudspeakers, which had been activated close to the north side of the compound. They then cut the wires attached to the speakers, shouted obscenities at police, and hauled the speakers back to the house.

On Thursday, January 28, 1988, police attached a tactical device commonly called a “flash bang” to a speaker. When activated, this device produces a loud noise and a bright flash. The device is used to temporarily distract and disorient a suspect. The plan was to subdue Addam with the aid of a police dog during this brief period of time. This use of force is non-lethal and widely accepted by the courts.

Utah Department of Corrections Officer Fred House was summoned for this assignment. As a member of the Corrections Special Weapons and Tactics Team (SWAT), Officer House was an expert dog handler. He was convinced that he would be able to isolate and arrest Addam Swapp without the use of deadly force. Again, all SWAT members were ordered under no condition were they to fire on the house, due to the presence of the children.

At 6 a.m. the plan was placed in motion. As expected, Addam emerged from his home and approached the loudspeaker, firing several rounds, and shouting obscenities at the police. As Addam began to remove the speaker, the flash bang was activated and Officer House released his dog. The dog was startled by the flash bang and ran from the scene, failing to engage the suspect. Addam fired at the dog as it ran for cover. Addam then hastily retreated to the safety of the house.

Although this plan had failed, authorities were convinced that the plan had merit. A backup plan was set in motion. Another daily routine observed by police was the morning milking of several goats by Addam and Jonathan Swapp. At 8:30 a.m., Addam and Jonathan left their home to milk the goats. As in the past, each was armed with a rifle. As they approached the goat pen, Officer Fred House appeared in a nearby doorway and ordered his dog to attack. Watching from the Singer home was Timothy Singer, armed with a .30 caliber carbine.

Upon seeing Officer House, Timothy opened fire. Officer House was shot and fell in the doorway. An FBI Agent tried to pull Officer House to safety. During this heroic attempt, numerous rounds were fired by Addam Swapp, Jonathan Swapp, and Timothy Singer. During this barrage of gunfire, the FBI Agent raised his issued duty weapon and fired two rounds at Addam Swapp. One 9mm round struck Addam in the right wrist. The bullet passed through his arm and lodged in his chest. Addam fell to the ground, then stood up, and ran to the house.

Two armored personnel carriers had been standing by in case of emergency. Officers immediately summoned their assistance to evacuate Officer House. As the two armored personnel carriers moved forward, they came under extremely
heavy gunfire. More than 100 rounds ricocheted off the front of these machines. Operators were fearful that a bullet would pass through the narrow slits utilized for vision.

As officers were attempting to move Officer House to safety, Addam Swapp emerged from the house, waiving a white towel stained with blood. He surrendered without further incident. His injuries were not life threatening. Following 20 minutes of tense negotiations, the remainder of the Singer/Swapp family surrendered.

Paramedics worked frantically to stabilize Officer House. Despite their valiant efforts, Department of Corrections Officer Fred House died at Marion, Utah.

Inside the compound, officers found hundreds of rounds of ammunition, numerous weapons, including a sawed-off shotgun, rifles, and explosives. Every attempt for a peaceful conclusion had been rejected by the Singers/Swapps. Addam later told authorities that blood had been shed and therefore John Singer’s death had been atoned. This incident had been the longest siege to-date in FBI history.

During the months that followed, the Utah Department of Public Safety organized a Special Emergency Response Team (SERT). The DPS SERT team was utilized to transport Addam Swapp, Jonathan Swapp, and Timothy Singer to and from court at Coalville, Utah. The DPS SERT team was often present during conversations between the Swapps and Singers and their attorneys. Because these conversations involved client/attorney relationships, they were not admissible in court. Addam and Jonathan told their attorneys that on numerous occasions they fired at officers. They added that they were firing at the officers and were attempting to hit the officers. Addam, Jonathan, and Timothy all told their attorneys that they fired at Officer House with the intent of hitting him. In court, they all testified that they had no intention of killing any officers and were just shooting over the heads of the officers. They further testified that they were shooting at Officer House’s dog and had no intention of killing Officer House.

Although charged with murder, the Summit County jury returned a verdict of manslaughter for Addam Swapp and Timothy Singer. Jonathan Swapp was convicted of misdemeanor negligent homicide. Vickie Singer was not found guilty of any state crimes. The Singers and Swapps were then tried on the federal charges previously mentioned.

Addam Swapp was sentenced to 15 years in a federal prison for bombing the Kamas LDS Stake Center and for using firearms against federal agents. He was also given an additional five year mandatory sentence for using explosives. For his conviction of manslaughter in state court, involving the death of Fred House, he was sentenced to one to 15 years in prison. He was sent to a federal prison in Indiana. After serving his federal sentence, he will be returned to Utah to serve his state sentence.

John Timothy Singer was also sentenced to 10 years for using firearms against federal agents. For his conviction of manslaughter in the death of Fred House he will serve a one to 15 year sentence in Utah following his federal sentence.

Jonathan R. Swapp was sentenced to 10 years in federal prison for using firearms against federal agents. He was sent to a federal prison in Arizona. For his conviction of misdemeanor negligent homicide, he faces no more than one year in prison for the death of Officer Fred House.

Vickie Singer was originally sentenced by Judge Bruce S. Jenkins to five years for aiding in the use of a gun in resisting arrest. She was later paroled and returned to live on her farm in Marion. Vickie Singer’s younger sons, Joseph Hyrum Singer, Hans Benjamin Singer, and Israel Singer continue to live with Vickie. Benjamin was later arrested for possession of a homemade bomb. Many Kamas residents continue to live in fear of the Singers.

Peace Officers from throughout Utah and several surrounding states gathered on February 1, 1988, at Orem, Utah to honor Utah State Correction Officer Fred House.
Sergeant Ken Betterton

Best Over All

Sergeant Kenneth A. Betterton, Castle Dale, was selected to represent the Utah Highway Patrol at the Operation CARE (Combined Accident Reduction Effort) Conference held in Baltimore, Maryland, April 11-13, 1988. State peace officers from each state attended. On April 10th, Trooper Betterton attended “Project 50,” which included parading from Baltimore through Washington D.C. Representatives and vehicles from all 50 states were present. The convention was hosted by the Maryland State Police. The host agency then selected the Utah Highway Patrol as the “Best Over All” agency based on vehicle, trooper, and uniform.

Special Emergency Response Team - “SERT”

Following the Marion incident, Commissioner Bodrero ordered the creation of a highly trained special response team. Applicants were subjected to physical, mental, psychological, and task oriented testing. The team was selected and organized in July 1988. This team became known as the Special Emergency Response Team (SERT). The first SERT members included Kevin Youngberg, Earl Morris, Terry McKinnon, Les Langford, Fred Schoenfeld, Al Christianson, and Verdi White.

During the following year, the SERT team trained with SWAT teams from the Utah Department of Corrections, the Salt Lake City Police Department, and the Provo Police Department. In November 1988, the SERT team completed a sniper course taught by the United States Marine Corp.

The SERT team then employed the expertise of the Prince George County Police, Emergency Services Team. Prince George County, Maryland, borders Washington D.C. They host a national academy for SWAT/SERT teams. The DPS SERT team completed the Prince George High Risk Special Response Training.

Team member Earl Morris learned about an Israeli based organization that specialized in anti-terrorist training. In September 1989, Utah Peace Officer Standards and Training sponsored ATLAS (Anti-Terror Logistics and Systems). During this five-day course, 27 officers from Utah, Arizona, California, Wyoming, Wisconsin and NASA, received training in automatic weapons, hostage incidents, building assaults, and raid strategies. The head instructor was retired Colonel Muki Betser, field commander of the force that raided Entebbe, Uganda, and rescued 103 hostages in July 1976. All instructors had served with the Israeli Special Forces. This training was only the second time that ATLAS had offered such training in the United States. The intense training consisted of 18 to 20 hours per day for five days, and was designed to test the officers both physically and mentally to the limit.

DPS SERT also received training from five officers from the London Metropolitan Police - Tactical Division. This course was called Tactical Hostage Rescue Entry Assault Training (THREAT). During this training, officers learned to coordinate all elements of a hostage rescue mission. Emphasis was placed on surprise, aggression, momentum, speed, control, communication, accurate shooting, team work, and...
training as the formula for success.

During October 1990, agents with the U.S. Drug Enforcement Agency (DEA) conducted Utah’s first clandestine drug laboratory safety certificate program at Camp Williams. Members of the Department of Public Safety attending this training included agents with the Utah Division of Investigations (UDI), crime lab technicians, Utah Highway Patrol hazardous material experts, and SERT team members.

According to 1990 DEA statistics, Utah ranked third nationally, behind California and New Jersey, in the number of clandestine (illegal) drug laboratory raids and chemical precursor seizures.

A precursor chemical is a substance that is mandatory in the chemical “recipe” of a compound in order to make an illicit substance. In 1990, precursors were easily purchased in Utah. The Department of Public Safety spent several years on Capitol Hill working for passage of legislation that greatly reduced the volume of precursors that are used in the manufacture of illicit drugs.

Since it was created, the Special Emergency Response Team has proven to be a valuable resource to the Department of Public Safety. The SERT team is utilized for VIP security, during high profile drug buys, serving felony warrants, executing high profile or dangerous search warrants, during hostage or barricaded suspect incidents, during courtroom security on high profile cases, transporting high risk prisoners, and as additional resources during major events such as motorcycle rallies in remote areas of the state.

**Honor Guard**

In 1988, Trooper Joe Zdunich approached administration with a proposal to organize a Utah Highway Patrol Honor Guard, to be utilized during funerals and memorial services. The Utah Highway Patrol Honor Guard was soon organized with Joe Zdunich as officer in charge (OIC). The first members included Denis Avery, Stan Bench, Jeff Bigler, Allan Coffman, Jody Dahl, Jeff Graviet, Judy Hamaker, Bill Judd, Chris Kooring, Heber Smith, Doug Twitchell, and Joe Zdunich. The Honor Guard practices close order drill, rifle salutes, taps, grave site dedication and proper flag etiquette. Jeff Bigler added a new dimension to these ceremonies by performing with the bag pipes. The first funeral that utilized the UHP Honor Guard was on July 9, 1988, for retired UHP Sergeant Stanley R. Johnson. Since that time, the Honor Guard has been utilized over 30 times. Due to many hours of practice, a commitment to excellence, and the dedication of troopers willing to serve, the Honor Guard is a proud addition to the Utah Highway Patrol.

**Colonel S. Duane Richens**

Upon the appointment of Mike Chabries as Salt Lake City Police Chief in July 1988, Commissioner John T. Nielsen selected S. Duane Richens to serve as Superintendent. Richens joined the Patrol as a trooper in 1960. He worked his way up through the ranks and retired as lieutenant colonel in 1986. He was then appointed as communication coordinator for DPS, as a civilian. Duane Richens returned to police work to accept the appointment to Colonel effective July 27, 1988.

The criminal interdiction program continued to be a major priority during Colonel Richens’ administration. Colonel Richens stressed the need for computers in communications, and providing effective police services to the public. He advocated equipping every patrol car with mobile data terminals (MDTs). He noted that the only roadblock to such progress was funding from the legislature. During Colonel Richens’ administration, funding was one of his greatest challenges.

**A Brush With Death**

On August 8, 1988, Trooper John Mitchell was patrolling State Road 193 in Layton. Near Fairfield Road, Trooper Mitchell observed a red compact car run a stop sign. When Trooper Mitchell attempted to stop the violator, the vehicle accelerated at a high rate of speed. The chase continued southbound to Love Lane, then westbound to Fort Lane Boulevard. The violator was driving erratically and Trooper Mitch-
History of the Utah Highway Patrol

DRE

In 1988, Utah was selected as one of eight states in the nation to participate in the Los Angeles Police Department “Drug Recognition Expert” Training Program. Fifteen officers representing the Utah Highway Patrol, Salt Lake City Police Department, Salt Lake County Sheriff’s Office, West Valley Police Department, and the Utah State Health Lab were selected to receive this advanced training. Once trained as a “Drug Recognition Expert” (DRE), an officer is able to accurately detect impaired drivers without using sophisticated laboratory equipment. Officers learn to recognize and document the physiological effects of drugs/alcohol on the human body. Today, members of the Department of Public Safety continue to excel in the DRE Program.

Operation Greenleaf

From August 13-26, 1989, members of the Utah Division of Investigation and SERT joined with Special Forces (Airborne) units of the Utah National Guard during “Operation Greenleaf,” a marijuana eradication program in southeast Utah. Using three reconnaissance OH 6 helicopters and three Huey team transport helicopters, a total of 4,506 marijuana plants were discovered by air and ground teams during this two-week operation. The Utah Department of Public Safety allocated approximately $15,000 from previously confiscated drug monies, and 23 personnel for the two-week operation. National Guard expenditures came out of funds allocated to Utah from the Department of Defense associated with yearly military training exercises.

National Guard helicopters, ground transportation, and support personnel were used to help locate the marijuana. Law enforcement officers from the state, and from local sheriff offices went into the affected areas to conduct investigations, eradicate the plants, and make arrests when possible. Four people were arrested in Emery and Carbon counties during the operation and were charged with cultivation of marijuana. The marijuana seized had a street value of approximately $4,500,000.

Commissioner D. Douglas Bodrero

D. Douglas Bodrero began his law enforcement career as a dispatcher with the Cache County Sheriff’s Department in 1969. He soon accepted a position as deputy sheriff. He graduated in 1976 from Weber State College with a bachelor degree in police science. He advanced to the position of Chief Deputy prior to


to his election as Sheriff in 1978, a position he held for six years. He served as President of the Utah Sheriffs Association and Chairman of Peace Officer Standards and Training Council. In February 1985, while serving his second term as Sheriff of Cache County, Commissioner John appointed him as Deputy Commissioner of the Utah Department of Public Safety, T. Nielsen.

Deputy Commissioner Bodrero was the on-scene commander during the Singer-Swapp incident. He also took the lead in guiding Utah’s role in a western states’ electronic fingerprinting system that would provide instant fingerprint matching throughout the west. The 1989 legislature funded the Automated Fingerprint Identification System (AFIS).

When Commissioner Nielsen returned to private practice in November 1988, Governor Norman Bangerter appointed Doug Bodrero Commissioner of Public Safety the following month. Commissioner Bodrero selected Davis County Sheriff Brant Johnson to serve as Deputy Commissioner. Brant had served for 28 years in law enforcement, including many years as a trooper with the Utah Highway Patrol.

On New Year’s day, 1989, Commissioner Bodrero was summoned to Washington County following a failure of an earthen dam at Quail Creek Reservoir. Water released by this dam failure entered the Virgin River and destroyed a bridge on Utah 9 near Hurricane. Floodwaters then swept through a farm killing 114 pigs, 27 cows, four horses, and a goat. Traffic into Zion National Park was diverted onto Utah 17. Interstate 15 through the Virgin River Gorge, south of St. George, was closed due to fear of damage to bridges. Approximately 1,500 residents of St. George fled to high ground. Approximately 30 homes in Bloomington, 10 miles downstream from the dike, sustained serious water damage. Department of Public Safety estimates released on January 9, 1989, placed the total damage at $11,959,732. It has been said that Commissioner Bodrero was truly introduced into this new position by a baptism of water.

**Russian Roulette**

If a trooper spends twenty years patrolling Utah’s highways, he will most likely be the victim of at least one, if not more, traffic accidents. Many troopers have been struck while investigating accidents on slippery roads. A few troopers have been struck numerous times. Such dangers go with the job. After any such accident, troopers wonder if they are not tempting fate. Patrolling freeways on cold, snowy days is a little like playing Russian roulette.

Working in Utah County, Sergeant Brent Shelby responded to the Point-of-the-Mountain to assist with a multitude of accidents on Friday, March 3, 1989. He responded to the southbound lanes just inside Utah County, where several vehicles had collided. While protecting the accident scene, Shelby glanced into his rear view mirror. He saw a large semi truck and trailer sliding sideways, heading directly toward him. With only a fraction of a second to react, he instinctively dropped down across the front seat area of his Mustang. This action undoubtedly saved his life. The trailer's Mustang was totaled after being crushed by a semi trailer - March 3, 1989.
of the semi passed completely over the top of his patrol car, crushing the roof onto Sergeant Shelby. He had to use his portable radio to summon help. Emergency personnel responding from Lehi had to extricate him from his patrol car by cutting the top off. Shelby was taken to the American Fork Hospital where he was treated and released. He returned to the freeway to resume the game of Russian roulette.

**Danger in Juab County**

Sergeant Paul Mangelson has made hundreds of felony drug arrests and has recovered over one hundred stolen vehicles during his 28 years with the Utah Highway Patrol. He has fired his weapon on two separate occasions to defend his life. During another incident, his duty weapon nearly ended his life.

On April 27, 1989, Sergeant Mangelson stopped a vehicle traveling northbound on I-15 at the south Nephi exit. The driver had produced an identification card for Colorado and a vehicle registration from Wyoming. During a consent search of the vehicle, Paul found a Morton Salt container with a false bottom. Opening the container, he found methamphetamines, marijuana, hashish, Valium and two California driver licenses. The pictures on the driver licenses matched the driver and passenger, but with different names than had previously been given.

Sergeant Mangelson then frisked the driver and found an envelope in his sock containing $22,000 in $100 bills. As Paul attempted to place handcuffs on the driver, the suspect immediately attacked him, knocking him to the ground. The suspect began hitting and kneeing Sergeant Mangelson and attempted to gain control of his duty weapon. Paul assumed a defensive position by placing both hands on his holstered weapon. A northbound semi-truck driver saw the suspect on top of Sergeant Mangelson in the center of a travel lane of the freeway. He knew the officer was fighting for his life.

The truck driver slid his vehicle to a stop and jumped from the cab, brandishing a .44 caliber revolver. The truck driver then stated, “Do you want me to kill him officer?” The suspect jumped to his feet and ran from the freeway.

As the suspect attempted to climb the freeway fence, Sergeant Mangelson pulled him down and placed a head lock on the fleeing felon. The truck driver assisted by placing the handcuffs on the suspect.

The suspect was found to be an eight-year veteran deputy sheriff from San Bernardino Sheriff’s Office. He was terminated for drug abuse; and later stole over 20 guns, money, and drugs from the San Bernardino Sheriff’s evidence locker. He had been a member of the San Bernardino Sheriff’s Department SWAT team and was proficient in arrest control tactics and karate. San Bernardino County Municipal Court had issued a no bail felony warrant for the suspect.

Sergeant Mangelson later wrote, “There is no doubt in my mind that if he could have gotten my gun, he would have killed me. He came at me as if it were life or death for him. He was desperate.” During this incident, Sergeant Mangelson received large bleeding wounds to the back of both arms as the suspect attempted to gain control of Mangelson’s weapon. He also had a pulled tendon in his left knee and bruised ribs on his right side. He was treated by Dr. James Besendorfer at the Nephi Medical Clinic.

The truck driver, Warren Fugitt of Omaha, Nebraska, was later honored in an awards presentation by the Utah Department of Public Safety. It is lucky for Sergeant Mangelson that this concerned truck driver stopped to help.

**Trauma Bear Program**

The Utah League of Credit Unions donated 500 stuffed teddy bears to the Utah Highway Patrol on October 19, 1989. The bears were used to help troopers calm young accident victims. The program has been called “Bears Bearing Bears,” “Teddy Bear Patrol,” and “Trauma Bear Program.” Regardless of the name, the program was patterned after a 1986 program in Minnesota called “Hug-a-Bear.” The Credit Union League gave the bears as part of its “People Helping People” program. The Honorary Colonels Association conducted fund raising events to help purchase additional trauma bears. The trauma bear program has gained many young friends for the Utah Highway Patrol.

Utah Highway Patrol Honor Guard holds the American flag above the casket as the gravesite is dedicated. This signifies separation of church and state. Funeral is that of Trooper Randy K. Ingram, killed in the line-of-duty, October 5, 1994.
Changing Tactics
1990 - 1999

1990
Reorganization of the port of entries transfers responsibility from the Utah Highway Patrol to the Department of Transportation. The UHP issues Heckler & Koch, MP 5, sub-machine guns to 18 field personnel. The Truckers and Troopers (T n T) program is implemented.

1991
The Department of Public Safety purchases two Hughes OH 6 “Cayuse” observation helicopters and opens the Emergency Vehicle Operations Training Center in Utah County. Kathy Slagowski becomes the first female sergeant, promoted on August 14, 1991. The UHP replaces Trooper Tron with an animated robot named Trooper Morton Smith. Troopers are part of a national seat belt campaign to raise usage to 70% by 1992. It would be 3 more years before Utah would reach 70% usage.

1992
Trooper Joseph S. “Joey” Brumett is killed, December 11, 1992. The UHP Breath Alcohol Testing Program places the Breath Analyzing Testing Mobile Unit (BAT-mobile) into operation. The Utah Highway Patrol purchases 22 Chevrolet Camaro pursuit vehicles as part of a test program.

1993
Trooper Dennis L. “Dee” Lund is killed, June 16, 1993. The UHP adopts six values representing the six points of the badge. These values are integrity, service, knowledge, professionalism, teamwork, and courage.

1994
Sergeant Doyle R. Thorne, Aero Bureau helicopter pilot, is killed, July 30, 1994. Trooper Randy K. Ingram is killed, October 5, 1994. The Utah Highway Patrol implements a DUI squad, patterned after the “ASAP” crews of the 1970s. The Civil Disorders Unit is organized. Public Information and Education programs are implemented in each section of the Utah Highway Patrol. The department issues “O. C.” (oleoresin capsicum solution) spray to sworn officers.

1995
The department adopts a centennial badge to be worn during 1996 only. Salt Lake City receives the bid for the 2002 Winter Olympics. The UHP issues 250 M-14 military surplus rifles to field troopers and sergeants. Laptop computers are placed in a few patrol cars.

1996
Utah celebrates 100 years as a State. The department authorizes a Centennial Badge, to be worn during 1996 only. The UHP implements section 16, a full-time DUI, motorcycle and SERT team. Active involvement from UHP trooper wives at the legislature results in a significant raise for most troopers and the hiring of many new troopers. Commissioner D. Douglas Bodrero retires and is replaced by Weber County Sheriff Craig Dearden. Federal control of national speed limits ends allowing states to regulate their own limits. Utah immediately raises rural freeways to 75 m.p.h.

1997
The department transitions to a new sidearm, the Beretta Cougar 8040D - a .40 caliber semi-automatic in double action only. A pilot program is developed introducing three K-9 units into the patrol. Freeway construction on I-15 in Salt Lake County begins – to be completed in time for the 2002 Winter Olympics. The Utah Division of Investigations becomes the Utah Criminal Investigations Bureau. Protective Services implements a bike patrol.

1998
The UHP adopts a policy that every trooper and sergeant will be Emergency Medical Technician (EMT) certified. The UHP adopts the ASP collapsible baton and phases out the wooden baton. The UHP implements the K-9 unit with 3 dogs and handlers. Troopers in southern Utah are involved in one of the largest manhunts in U.S. history.

1999
The Police Corp is implemented in Utah. The department adopts an alternate carry policy-allowing officer to purchase, qualify and carry several approved semi-automatic pistols in 9mm, 40 S&W, and .45 ACP. The Utah Highway Patrol Association begins erecting memorial crosses for troopers killed in the line-of-duty. Two troopers are shot near Fillmore, one of them returns fire, killing their assailant.
Budget Constraints and Manpower Shortages

The Utah Highway Patrol told the 1990 legislature that the Patrol needed 117 additional troopers. This was the second year in a row for such a request. Governor Bangerter supported this request, which was to be spread out over a three year period, but stated that only 32 troopers could be funded during the 1990 legislature.

Commissioner Bodrero had hoped for 40 troopers in 1990. Commissioner Bodrero told the legislature that licensed drivers had increased 25 percent from 1979 to 1989, from 892,000 to 1,197,000. Registered vehicles had increased 28 percent to nearly 1.5 million vehicles during this same period of time, while the manpower of the Patrol had decreased from 232 to 192 field troopers. This request for a significant increase in manpower went unfulfilled. The 1990 legislature granted only five new troopers. The 1990 legislature also reorganized the Ports of Entry and transferred responsibility for them from the Utah Highway Patrol to the Department of Transportation.

Assault Near Green River

On January 6, 1990, Trooper Boyd F. Gledhill stopped a green pickup truck on Interstate 70 near milepost 136 for speeding 76 mph in a 65 mph zone. The vehicle displayed a California plate and the driver had a Colorado driver license. The driver stated the vehicle belonged to the passenger. The passenger stated the vehicle belonged to his cousin. After issuing a citation for speeding, Trooper Gledhill asked if there were any illegal drugs or drug paraphernalia in the vehicle. The male driver and a female and male passenger all stated that there were none. Trooper Gledhill asked for consent to search and all occupants agreed. Trooper Gledhill then asked the occupants to step out of the vehicle.

Upon exiting the vehicle, the male passenger took a paper bag with him. Trooper Gledhill advised all three occupants that they were not under arrest but that he was going to do a cursory search for weapons. The passenger agreed and placed the paper bag on the ground. When asked what was in the bag, the passenger replied, “Crackers.” Trooper Gledhill asked if he could open it and the passenger stated, “Go ahead.” Trooper Gledhill picked up the bag and noticed that it was fairly heavy. Upon opening the bag he found a package that was wrapped in brown paper and duct tape, and had markings on it from a black felt tip pen. The package was wrapped and marked consistent with a kilo of cocaine. Trooper Gledhill then drew his weapon and told all of the subjects that they were under arrest.

After handcuffing the driver, he started to move toward the passenger. The passenger then jumped toward Trooper Gledhill, grabbing his handgun. During the struggle, Troop-
er Gledhill was knocked to the ground, injuring his left knee. As he fell the weapon discharged. He could feel that he was losing control of the weapon and was able to eject the magazine, which fell on the ground. Trooper Gledhill kicked the magazine under the suspect’s vehicle as the passenger gained control of the weapon.

A passing motorist saw Trooper Gledhill struggling with the suspect and stopped to assist. He exited his vehicle at the same time the suspect gained control of the trooper’s weapon. The suspect aimed the weapon at the Good Samaritan and ordered him to leave, which he promptly did.

The suspect then went to Trooper Gledhill’s patrol car. He was unable to open the door, so he broke the driver’s window with the trooper’s weapon and retrieved the ignition keys. The suspect then pointed the weapon at Trooper Gledhill and told him to produce the handcuff key. Trooper Gledhill gave him the key, which the suspect used to free the driver. The three suspects then fled the scene in their vehicle.

Trooper Gledhill was able to contact dispatch via his portable radio. Utah Highway Patrol troopers and Emery County Sheriff’s deputies near milepost 155 stopped the suspect vehicle. The suspect that assaulted Trooper Gledhill was found to have several aliases and an extensive history of assault and drug charges.

Snow + Speed + Suspension = Seven Deaths

A snowstorm covered Interstate 80 with several inches of snow on December 18, 1990. Despite these conditions, a westbound semi truck loaded with frozen hams continued to travel near freeway speeds. Just west of the Utah/Wyoming line the truck skidded out of control, careened down a 50-foot embankment, and slammed into the side of an eastbound Greyhound bus. The semi truck then careened into an eastbound semi truck. Seven passengers in the bus were killed and an additional 40 were injured. The bus came to rest on its side more than 100 feet from the roadway. Traffic backed up for five hours as troopers worked to clear the debris from the eastbound lanes. Poor weather conditions prevented rescue helicopters from landing at the scene of this tragedy.

The driver of the westbound semi truck was charged with driving too fast for conditions, driving on a suspended license, and failing to keep a driver’s log. The driver had an extensive history of speeding and suspension violations. During a jury trial, held in April 1991, Trooper Clark Lund testified that the truck was traveling between 52 and 58 mph. Trooper Lund testified that the speed was based on measurements taken the day of the accident, combined with accident reconstruction by several department experts. During the trial the defendant changed his plea to “no contest.”

Fog + Freeways = Four Fatalities

On January 2, 1991, dense fog plus freeway commuter traffic combined in a series of major accidents, which closed Interstate 215 north in Davis County for over six hours. A total of four people were killed and 18 were injured when dozens of cars and 10 semi trucks rammed into each other in dense fog on a half-mile strip of freeway. At least 52 vehicles were involved in the series of crashes that spread from Redwood Road to Interstate 15. Medical helicopters responded to the scene to expedite transportation of the crash victims. Several cars were completely crushed when trapped between semis. The momentum and weight of the moving semis were no match for the smaller vehicles. Adding to the problem was the fact that several vehicles were leaking gasoline or diesel fuel, and one of the semi trucks was a tanker loaded with liquid oxygen. Emergency response units from Davis and Salt Lake Counties were summoned to the scene, including hazardous materials experts. Lieutenant Ken Bryant confirmed that the cause of the crashes was motorists driving too fast in dense fog.
On March 18, 1991, Trooper Ken Colyar was operating stationary radar on Interstate 15 in Utah County. He observed a vehicle with Nevada plates pass at a speed of 75 mph. The young male driver glanced at the trooper and his body language told Trooper Colyar that this was more than a simple speeding case. As the trooper began pursuit, the vehicle exited at Santaquin. Trooper Colyar chased the vehicle onto State Road 6, which had accelerated to over 100 miles per hour. The vehicle passed through Payson, Salem, and Spanish Fork. As the suspect attempted to enter Interstate 15 at Spanish Fork, the fleeing vehicle struck a semi-truck and trailer, spinning out of control.

After regaining control, the suspect again fled northbound on Interstate 15. The vehicle began passing in the emergency lane. Trooper Colyar remained in the left lane and due to heavy traffic was unable to stay up with the fleeing vehicle. The suspect vehicle exited the interstate at University Avenue in Provo. The traffic light at the intersection of East Bay Boulevard was red and the intersection was filled with traffic. The fleeing vehicle attempted to negotiate the intersection and broadsided another vehicle at 70 mph.

Body K. Day, 69, Fillmore, was killed instantly and his wife and passenger, Mary Day, was critically injured. The suspect was a 16-year-old runaway from a Las Vegas youth detention center. The vehicle he was driving was stolen. A handgun, a switchblade, and other stolen items were found in the vehicle. The driver was charged with manslaughter, a second-degree felony, and evading an officer, a third-degree felony.

On May 21, 1991, Mary Day filed a lawsuit against the Utah Highway Patrol for $2,500,000, claiming that Trooper Colyar was negligent for continuing the pursuit because he did not know the vehicle was stolen and because the danger created by continuing the pursuit outweighed the need for immediate apprehension. District Judge Moffitt later dismissed this lawsuit stating that the police are not responsible for the actions of an individual who attempts to elude apprehension. Judge Moffitt then added that police must find a better way to safely terminate these pursuits.

On May 17, 1991, the Salt Lake City Police Department was involved in a pursuit that also resulted in a traffic accident and the death of an “innocent bystander.” On June 1st, Police Chief Mike Chabries, former Colonel of the UHP, suspended all pursuits in Salt Lake City, unless it involved a serious crime and the suspect was dangerous enough that deadly force would be justified. During the next two months Salt Lake City Police only engaged in one pursuit, when a man robbed a bank of more than $860,000. The news media publicized that Salt Lake City had suspended all pursuits.

During this period of time there was much debate regarding the continuance of high-speed pursuits. On August 5, 1991, Trooper Jeff Graviet assisted West Valley Police Sergeant Craig Gibson in his attempt to stop a fleeing vehicle, northbound on Interstate 15 in Davis County. Police
were summoned to block several exits to prevent the fleeing vehicle from entering an urban area. After sideswiping one car near the Centerville exit, the fleeing vehicle skidded out of control and rolled. The driver and four passengers, all juveniles, sustained only minor injuries. The vehicle had been stolen from the Valley Fair Mall. The driver told officers, “I only ran because I thought you guys couldn’t chase anymore.” Shortly thereafter, Salt Lake City lifted the ban on pursuits.

**Spikes**

The Patrol found the answer to safely terminating vehicle pursuits in tire deflating devices commonly referred to as “spikes.” Hollow spikes are attached to a plastic frame, which folds when not in use. When needed, troopers extend the plastic frame across the roadway in front of the fleeing vehicle. The hollow spikes embed themselves in the fleeing vehicle’s tires and slowly deflate them. The fleeing vehicle is slowed from 100+mph to approximately 20 mph, usually within a short distance.

From 1992 to 1995, almost every Utah Highway Patrol car in the state was equipped with tire deflating devices. These tire-deflating devices work very well and are a valuable tool for safely terminating pursuits. Occasionally they cannot be deployed due to heavy traffic.

The one major drawback to this tool is the danger to the trooper deploying the spikes. Troopers must stand on the side of a roadway, waiting for the fleeing vehicle to approach. Troopers are trained to find a place of safety. However, modern freeways are designed with wide emergency lanes providing little protection for troopers from fleeing felons.

During one high-speed pursuit on Interstate 15, on April 12, 1995, Trooper Fred Swain deployed a set of tire spikes in front of a stolen vehicle being pursued by Sergeant Paul Mangelson at 90 mph. The juvenile driver saw the spikes and swerved to miss them, nearly striking Trooper Swain. The juvenile continued for 15 more miles until Trooper Tracy Simmons deployed a second set of tire spikes. Again, the juvenile swerved nearly striking Trooper Simmons. During this second attempt, three tires were punctured and the chase ended safely.

**Roadblocks**

On May 10, 1990, fifteen officers conducted a roadblock on Interstate 15 about two miles south of Nephi. Several drug arrests resulted from this roadblock. Three convictions from this roadblock were appealed. The Utah Appellate Court ruled on March 15, 1991, that the roadblock was unconstitutional because it was “not developed by politically accountable officials, and because there was no indication that the authorization process involved any balancing of Fourth Amendment interests, law enforcement interests, or an assessment of the effectiveness of the roadblock in meeting those interests.”

At this time all roadblocks in Utah were put on hold. With assistance from the Statewide Association of Prosecutors and the Utah Attorney General’s Office, legislation was drafted which passed the 1992 legislative session. Following this legislation, the procedures for conducting roadblocks, or “administrative traffic checkpoints” as the new law officially refers to roadblocks, changed dramatically.

**MP5s**

Due largely to a growing number of major drug arrests, an increase threat of violent crime, and an increase in gang activity, the decision was made in 1990 to issue Heckler &
Koch, MP5, sub-machine guns to 18 field personnel. These weapons had been purchased in 1986 when the change was made to the Heckler & Koch 9mm pistols. Those field troopers and sergeants assigned these fully automatic weapons received two days of intense training in their use. These weapons are assigned to sections. If an officer transfers out of the section, the weapon remains with the section and is issued to another trooper. As with all department weapons, troopers are required to qualify annually with these weapons.

**Truckers and Troopers**

Also implemented in 1990 was the Truckers and Troopers (TnT) program. This program was a cooperative effort of truckers and troopers working together to make the roads safer for the motoring public. The Utah Motor Transport Association was looking for ways to enhance and promote safety on our highways, plus improve the professionalism and overall attitude of those working in the trucking industry.

The Utah Highway Patrol’s Motor Carrier Safety and Inspection Bureau, joined together with the trucking industry in Utah to help them meet these goals by organizing “Truckers and Troopers.” The Utah Highway Patrol installed a toll-free 800 number to be used by drivers, safety supervisors, and the general public in reporting unsafe practices, dangerous equipment violations, load spillage, and also to make positive reports on good drivers. By dialing 1-800-56-TRUCK, a trooper is available to assist companies in following up on complaints, as well as providing Motor Carrier Safety Inspections upon request. The TnT program coordinates the efforts of private industry and government for the benefit of all.

**Emergency Vehicle Operations**

On September 25, 1991, the Department of Public Safety dedicated the Emergency Vehicle Operations (EVO) Training Center in Utah County. Governor Norman Bangerter officially opened the range by driving through a banner in a special Camaro patrol car. He was followed by state, county, and local law enforce-

ment officials.

This new facility consists of an emergency response course, skill pad, skid pad, control tower, and an off-road recovery area. Training at this facility includes defensive driving, skid control, emergency response, vehicle dynamics, evasive driving, anti-lock braking systems, pursuit driving, night driving, thresh-hold braking, and the Pursuit Intervention Technique (PIT) maneuver. During the PIT maneuver officers learn to safely disable a fleeing vehicle by gently tapping a rear panel of the vehicle with the front of their patrol car. This maneuver sends the violator’s vehicle spinning 180 degrees and is designed to stop the engine, thus safely terminating the pursuit. Besides training every member of the Patrol, plus officers throughout the state, the EVO facility is used to train every officer going through the police academy.

**UHP BAT**

In 1992, the UHP Breath Alcohol Testing Program placed a Breath Alcohol Testing Mobile Unit (BAT-mobile) into operation. The BAT-mobile was purchased through a federal grant designed specifically for sobriety checkpoints. When used in conjunction with sobriety checkpoints, the BAT-mobile is a pro-active enforcement approach to the ongoing drinking and driving problem that plagues our highways. The BAT-mobile allows an officer to conduct an Intoxilyzer test at the scene of an arrest. The large van also provides space for officers to complete alcohol influence report forms and is equipped with video equipment to record evidence.

Through the same grant, overtime money was made available to all interested law enforcement agencies for the first year of operation. During one weekend in August 1992, the BAT-mobile was utilized by the Utah Highway Patrol and the Utah County Sheriff’s office, which resulted in 154 arrests, including 68 alcohol violations, 11 DUls, and six warrants. The BAT-mobile continues to be utilized throughout Utah by a variety of agencies. Incidentally, the license plate on the BAT-mobile is UHP BAT.
Rambo Robber

Dressed in camouflage clothing and draped with knives and ammunition, a man entered the Tri-Mart convenience store in Junction, Piute County, on August 10, 1991. After displaying a .357 magnum revolver, he demanded all the cash in the till. He fled the store with $130. An attempt to locate was soon broadcast. Ten minutes later Piute County Deputy Marty Gleaves pulled the suspect over and called for backup. Ignoring the verbal commands of Deputy Gleaves, the suspect made a U-turn, swerved at the deputy, and drove off.

Responding officers joined the deputy in a high speed pursuit. About two miles north of Big Rock Candy Mountain on U.S. 89, the suspect vehicle ran off the road, skidded sideways, which flattened two tires. Six officers arrived on the scene from Piute and Sevier County Sheriff’s Departments and the Utah Highway Patrol.

The suspect refused to obey any commands of the officers. The distance from the officers to the suspect was about 65 yards. After retrieving his Remington 870 shotgun, Trooper Ken Pitts performed a “select-a-slug drill,” a procedure taught by the Patrol for distances in excess of 25 yards. The suspect then stated, “You’ll have to take me.” He then fired a single shot in the direction of the officers. Trooper Ken Pitts fired a single rifle slug striking the suspect in the head, killing him instantly.

The Rambo robber was later identified as a United States Army private stationed at Fort Huanchuca, Arizona. He had left a note stating that he was tired of army life and would return in a body bag. The note also stated that he would “take some people with him.”

Criminal Interdiction Update

On September 16, 1991, Sergeant Paul Mangelson stopped a 1990 Chevrolet super cab pickup for expired Illinois registration (6-91), just south of Nephi on Interstate 15. The driver produced a Florida driver license and stated that the vehicle belonged to a friend. The vehicle was registered to a Franklin Murphy. The driver and passenger could not tell Sergeant Mangelson the name of the registered owner. The driver was extremely nervous. Sergeant Mangelson also noted that there was very little luggage in the vehicle.

When Sergeant Mangelson looked into the rear wheel wells, he could not see any cross members of the pickup bed as should be the case with a vehicle, which has not been altered. The truck had been recently undercoated. Some of the undercoating had sprayed onto the rear chrome bumper. This area above the bumper and below the tailgate should normally be painted the same color as the rest of the truck. All of these indicators were visible upon approach to the vehicle. These and other articular details provided Sergeant Mangelson with reasonable suspicion.

Sergeant Mangelson called for backup, and while waiting for his backup to arrive he completed a consent to search form. The driver signed this form willingly. Sergeant Mangelson first noticed that the gas fill spout had been extended by use of a rubber tube secured with radiator hose clamps. This area can easily be checked by looking into the wheel well adjacent to the fill spout. This simple check showed that the fuel tank had been lowered, indicative of a false compartment located beneath the pickup bed.

He also discovered that the top two bolts on the rear
bumper were bright, shiny new bolts, while the bottom bolts were older and rusty. When the top bolts were removed, the rear bumper swung down, exposing a steel plate located directly below the rear tailgate, which was secured by several screws. This modification had obviously been made after factory issue and is not standard.

The tools to remove the screws and the steel plate were located in the pickup truck and they also had fresh undercoating on them. Once the steel plate was removed, Sergeant Mangelson discovered 94 kilograms of cocaine. Other items found in the truck were a flashlight to aid in viewing the cocaine in this long, narrow hidden compartment and a squeegee bug sponge with telescoping handle to aid in retrieving the cocaine. In almost every seizure, the tools needed to locate the contraband are also located within the suspect vehicle.

**Tinted Windows Lead to Major Bust**

Often drug runners spend large sums of money on their vehicles. After all, when you travel hundreds of miles transporting drugs why not ride in comfort! Too often, these extra comforts lead to their downfall.

On October 8, 1991, Trooper Lance Bushnell observed a GMC super cab, dual wheel pickup truck with California plates northbound on Interstate 15 in Juab County. The vehicle had many extras such as a camper shell, bed liner, built in stereo, and dark tinted windows. Trooper Bushnell stopped the vehicle for the excessive window tinting and improper lane travel. Trooper Bushnell noted several inconsistencies, which he documented as reasonable suspicion. He immediately requested backup. When backup arrived, Trooper Bushnell asked for consent to search. The driver replied, “I understand, go ahead.” The driver and passenger then stepped out of the vehicle without even being asked. They probably felt that the compartments were so well hidden that the troopers would not be able to find them.

Trooper Bushnell has excelled in criminal interdiction during his entire career with the Utah Highway Patrol. Responding to assist Trooper Bushnell was Sergeant Paul Mangelson, a drug smuggler’s worst nightmare. Trooper Bushnell and Sergeant Mangelson located a hidden compartment behind the rear seat after moving carpeting, which was used for concealment. The compartment door was activated by an electric solenoid controlled by a switch under the dash of the vehicle. This action revealed a large quantity of cocaine. While activating the electric solenoid, a second solenoid could be heard clicking in the back of the truck. A second hidden compartment was located under the pickup bed. To open this second compartment it was necessary to remove the rear taillight components. Again, the tools necessary to accomplish this task were located within the vehicle. A total of 123 kilograms of cocaine was discovered hidden in this vehicle.

**Four State Drug Ring**

Trooper Dene Kay made a routine traffic stop for speeding on Interstate 15, just north of the Utah-Arizona border on May 12, 1992. The investigation that followed proved to be anything but routine. After obtaining consent to search the leased 1992 Cadillac, Trooper Kay located nearly 100 pounds of marijuana in two foot lockers. He arrested the two California occupants. The men agreed to cooperate with agents of the Utah Division of Investigation, in exchange for cooperation. Sergeant Paul Mangelson with 210 pounds of marijuana, September 16, 1994.
for a reduced charge. The two suspects, along with the mari-
juana, were flown to Minneapolis to complete the deal. As a
result, two suspects were arrested in Minneapolis and a third
man was taken into custody in Portland, Oregon.

“We really put a dent in a four-state operation,” Trooper
Kay said. “Once it got started, it was like a snowball. Every
name seemed to lead to another.”

Also seized were several weapons, more than $50,000 in
cash, a vehicle, and at least one home. Putting the hurt on
drug runners and dealers always puts a smile on a trooper’s
face.

**Starting Out Young**

On July 8, 1992, Trooper Dave Guest attempted to stop a
reckless driver after a truck driver had witnessed the vehicle
impact a guardrail near Benjamin. The trooper attempted to
stop the vehicle southbound near the Juab County line. In
stead of stopping, the driver accelerated to over 100 mph.
The chase continued
for nearly 75 miles. Trooper Guest
backed off to see if
the vehicle would
slow down, which
it did. North of Fill
more, troopers at
tempted to stop the
vehicle with road-
block spikes.
The suspect ve-
icle ran over the
spikes, which flat-
tened several tires,
but it continued on
for over five more
miles on the rims.
The suspect then
drove through the
median, traveled about a mile in the northbound lanes, and
then crossed back into the southbound lanes. When the rims
totally disintegrated, the vehicle crashed into a fence. While
this incident may have occurred many times in the past, the
fact that the suspect was only nine years old made this inci-
dent worthy of mention in the history of the UHP.

**1992 Camaros**

During the fall of 1991, the Utah Highway Patrol tested
a 1992 Camaro offered by Chevrolet. This test model was
equipped with a 350 cubic inch engine, an automatic trans-
mission, posi-traction rear end, four-wheel disc brakes, and
had a top speed of 157 mph. The price tag for this “rocket on
wheels” was $13,000. Troopers throughout the state drove
the test Camaro. During the first 30,000 miles of “let’s see
what she’ll do” testing, the test vehicle went through three
transmissions. The Patrol was interested in the car, but did
not want an automatic transmission. Chevrolet offered a five
speed manual transmission, but only with a 305 engine. This
engine produced 230-horse power at 4,400 rpm with a top
speed of 140 mph.

In 1992, the Patrol purchased 22 Camaros as part of a test
program. The 1992 Camaro was the 25th anniversary limited
edition. Officers lucky enough to be issued a Camaro, loved
the performance and hated the limited space. The Camaro
outperformed the Mustang on acceleration, maneuverability,
and traction during inclement weather. The doors were long,
entry was low, and storage space was limited. Despite these
drawbacks, the Camaro was always an attention getter.

The following year the Camaro body style and engine
were changed dramatically and so was the price tag. The
new price placed the Camaro out of com-
petitive bidding and
thus the Camaro era
on the UHP ended
with this single or-
der.

**Snowstorm in
Southern Utah**

November 20,
1992, was one of
those days that most
Utah Highway Pa-
trol troopers dread.
Snow covered roads
meant a long day
of accidents, ambu-
lances, wreckers and
reports. Trooper Larry Orton was called from home to assist
in this marathon of madness.

Trooper Orton had already responded to one accident on
Interstate 15 when he was advised of a rollover involving a
Ryder truck. Arriving at the scene, Trooper Orton saw two
black males. One of them identified himself as Dennis Glynn
Haines and stated he was the driver of the truck. When asked
for the rental agreement, Mr. Haines said that he had left it
in California. The other man said he was a passenger and
identified himself as Phillip Wayne Schley. The Ryder truck
displayed Utah registration; however, the registration card
found in the truck showed: Ryder Truck Rental Inc., 3600
Northwest 82nd Avenue, Miami, Florida 33166. The driv-
er stated that he was moving his belongings from Santa Fe
Springs, California, to Detroit, Michigan.

Both subjects were very nervous, particularly when Trooper Orton walked around the vehicle, surveying the damage. Looking into the top of the Ryder truck, which had ripped open on impact, Trooper Orton could see several U-Haul boxes. Noting this inconsistency, U-Haul boxes in a Ryder truck, Trooper Orton’s suspicions increased. Trooper Orton also saw fresh tracks in the snow, leading away from the accident. Whoever had made the tracks had made several trips back and forth from the Ryder truck.

Trooper Orton began to complete the necessary paperwork for an accident report. During the investigation, Trooper Orton found the rental agreement. The Ryder truck had been rented on November 19th at Santa Ana, California, by a Harold Lozano, Downey, California. The rental agreement was a one-way rental to Jersey City, New Jersey. The $2,230.22 rental fee had been paid in cash. Looking at the furniture in the truck, Trooper Orton did not feel that the furniture was worth anywhere close to that amount.

At this point Trooper Orton requested back-up. Sergeant Rich Payton, Iron County Sheriff’s Office responded to assist. A computer check was conducted by Trooper Orton and it showed a criminal history on the passenger for assault with a firearm. Both the driver and passenger were frisked for weapons by Sergeant Payton and Trooper Orton. Trooper Orton then advised Mr. Haines as to his findings regarding the rental agreement and how they were not consistent with Mr. Haines’ previous statements. Mr. Haines stated that the rental agreement should have listed Detroit, Michigan, not New Jersey as the final destination.

Trooper Orton knew that rental trucks are often used to haul large quantities of illegal drugs. Drug dealers tell the drivers: Do not speed; do not stop at Port of Entries; and if stopped by the police, cooperate in every way. If the police ask for consent to search, always say yes. When a state trooper opens the back and looks at 30 feet of stacked furniture, he will change his mind about a search.

At this time, Trooper Orton was advised of another accident with multiple injuries and people laying in the roadway. Trooper Orton responded and asked Sergeant Payton to stay with the Ryder truck. Sergeant Dave Excell, Utah Highway Patrol, also responded to the injury accident scene to assist Trooper Orton. While at the Ryder accident scene, Sergeant Payton also saw the tracks that lead up the hillside. He further noticed that the shoes worn by Haines and Schley matched these tracks. Sergeant Payton saw that the tracks went north for about fifty yards, up a fence line, across a frontage road and into weeds east of the freeway.

As soon as Sergeant Excell was able, he responded to the accident scene involving the Ryder truck. Following the tracks in the snow, Sergeant Excell found a large box filled with packages similar in appearance to packages he had seen in the past, which contained cocaine. Haines and Schley were immediately arrested. Sergeant Excell photographed and documented his findings. The Ryder truck was taken by wrecker to the Iron County Sheriff’s Office, as were the items found by Sergeant Excell.

Agent Garth Wilkinson, Utah Division of Investigation, and Iron County Attorney, Scott Burns, were summoned to assist in the investigation. Trooper Orton, Sergeant Payton, and Mr. Burns completed an information, affidavit, and a search warrant. These papers were signed before Judge Braithwaite. Armed with a search warrant, the officers descended on the Ryder truck. The entire search was videotaped, inventoried, and witnessed by several officers.

The 25th Anniversary Camaro outperformed the Mustang on acceleration, maneuverability, and traction during inclement weather. It was always an attention getter.

Sgt. Dave Excell with Iron County Attorney Scott Burns and 440 pounds of marijuana - 1988
Agent Wilkinson took one of the packages found by Sergeant Excell, cut it open with a knife and found a white powder substance. He then performed a field test on the powder, which indicated positive for cocaine.

During the search of the Ryder truck, a black suitcase with a combination lock was found. The driver, Mr. Haines, admitted that the suitcase was his and gave the officers the combination. Inside the suitcase was a map of the United States with two routes marked. Both routes started at Los Angeles, with a northern route of I-15 and I-70 and a southern route of I-40. Both routes ended at New Jersey.

Almost all of the furniture had to be removed to get to the front of the truck where the U-Haul boxes were located. The U-Haul boxes found in the vehicle were of the same type found by Sergeant Excell in the snow, no surprise here. There were 12 boxes that were marked, “40 Red,” “40 Blue,” or “40 Green.” One box was marked “20.” Inside the boxes were individual packages which had been packed in coffee grounds. Coffee grounds are often used to mask or cover the odor of cocaine. Each box that was marked “40” contained, 40 kilograms of cocaine. The box marked “20” contained 20 kilograms of cocaine.

This seizure totaled 500 kilograms of cocaine. A kilogram is equal to 2.2 pounds. These peace officers were looking at 1,100 pounds of cocaine. On the streets, a gram of cocaine sells for $80 to $120. There are 454 grams to a pound. Also, drug dealers frequently cut pure cocaine as much as 50 percent or more. Taking an average street value of $100 per gram, the street value of this seizure was $99,880,000. At the time, this was the largest cocaine seizure in Utah history.

Agents from the Drug Enforcement Administration responded, as well as additional agents from the Utah Department of Public Safety, Division of Investigation. Haines and Schley agreed to cooperate and assist in a sting operation. The destination of this load was New York City. Haines had completed a similar trip on November 17th and he was paid $45,000 for that trip. He started out on November 19th with this load and wrecked near Cedar City on November 20th. On November 21st, the two suspects plus three Utah peace officers flew to New York with the DEA. On November 23rd, four people were arrested in New York as a result of this investigation.

### Trooper Joseph S. “Joey” Brumett

Joseph S. “Joey” Brumett had always wanted to become a police officer. He reached this goal in March 1992, when he joined the Utah Highway Patrol at the age of 23. After completing the police academy, he was assigned field duties in Salt Lake County. His field training officers (FTOs) were Trooper Martin Turner III and Trooper Mike Cowdell.

On December 11, 1992, Trooper Joseph S. “Joey” Brumett was dispatched to a multiple vehicle accident, on I-15 at 2800 South. A southbound horse trailer being pulled by a pickup truck had lost a wheel. The wheel had bounced across three lanes of traffic, through the center dividing median, and had entered the northbound lanes where it struck a semi-truck and trailer.

During the investigation, Trooper Brumett was assisting the retrieval of the trailer tire from the center divider when he was struck by an orange GMC four-wheel-drive pickup truck with large chrome “brush guard.” Trooper Brumett was knocked over one hundred feet into the center median.

The GMC pickup then swerved into a vehicle driven by Heidi Jorgensen, 19, of Magna. Miss Jorgensen’s vehicle then ran into a car driven by Betty Mastas, 24, of Salt Lake City. Both drivers were taken to Cottonwood Hospital, where they were treated for minor injuries and later released. Mrs.
Mastas’ 4-year-old daughter, Amanda, was with her mother when the accident occurred but was not injured. The driver of the GMC pickup looked at what had happened, drove his truck to the side of the roadway, ran down a small embankment, climbed a freeway fence, and fled into a warehouse district.

The driver of the semi-truck, Larry Baird, used Trooper Brumett’s police radio to summon help. Trooper Martin Turner was the first trooper to arrive on the scene of this tragedy. Life Flight was dispatched and Trooper Brumett was flown to University of Utah Hospital where he was pronounced dead on arrival.

An eyewitness at the scene, Ron Slotboom, described the hit-and-run driver as wearing jeans, a dark jacket and white baseball cap. An extensive search was launched and within an hour, the suspect was arrested in a railroad yard near 2150 South 700 West. The suspect was later identified as Albert Bueno, age 27, an illegal alien. Bueno had never been licensed to drive.

Trooper Brumett’s funeral service was held in Lehi on December 14, 1992. Trooper Brumett’s body was flown to his home state of Illinois. Trooper Martin Turner III and Trooper Ed Michaud were official escorts for Joey and his family on his final trip home. On December 17, 1992, memorial services were held at the LDS Chapel in Danville, Illinois. Burial was in a small cemetery in Rossville, Vermilion County, Illinois.

Joey Brumett was survived by his loving wife, Jennifer. They had only been married 15 months. Joey once wrote, “We cannot choose our tragedies in life, but we can choose our reactions to the tragedies we receive in life.” Trooper Brumett died in the line of duty, protecting and serving the citizens of the state of Utah. He made the ultimate sacrifice.

**January 1993**

Most troopers know that winter in Utah means long hours of endless accidents. Generally, Utah is well prepared to “dig out” following a major storm. Then the storm of the decade hit - from January 6 - 12, 1993. Many roads were closed due to blowing, drifting snow. Provo Canyon and Spanish Fork Canyon were closed due to avalanches and heavy snow. Interstate 84 had numerous accidents including a 27 car pileup. Interstate 84 between Snowville and the Idaho border was closed for two days due to drifting snow and poor visibility. Road crews worked 24 hours a day on Interstate 15 trying to keep the Point-of-the-Mountain open. State Road 92 in Utah County was closed for several days. Large barricades were used to block the road. Several area residents ignored these signs and drove past them. Officers in four-wheel drive vehicles would then have to respond to rescue these stranded motorists.

**Greater love hath no man than this, that a man lay down his life for his friends - John 15:10**
Many troopers worked double shifts responding to accidents and to stranded motorists. Residents and business owners were warned to shovel excess snow from their roofs. Many roofs collapsed causing extensive damage. Governor Leavitt declared a state of emergency and activated 80 Utah National Guardsmen. During a six day period, troopers investigated one fatal accident, 78 injury accidents, 650 property damage accidents, and responded to more than 1,000 public assists. Also during this week, four troopers were hit by motorists and 17 patrol cars were damaged. One trooper said, “I don’t ever want to go through another week like that one.”

During January 1993, a record 50.3 inches of snow fell at the Salt Lake International Airport. History would repeat itself in January 1996, the second largest snowfall on record. A total of 45.0 inches of snow was recorded at the Salt Lake International Airport during January 1996. Again, troopers with the Utah Highway Patrol responded with dedication and professionalism.

**Routine Stop - Major Arrest**

On March 20, 1993, Trooper Lance Bushnell stopped a 1992 Ford pickup for speeding on I-15 near Nephi, Utah. During the stop, Trooper Bushnell became suspicious. Neither the driver nor the passenger knew the name of the vehicle’s registered owner or how to contact him. Both the driver and passenger were very nervous. Trooper Bushnell wrote a warning for speeding and requested backup. Upon returning to the vehicle, Trooper Bushnell asked for consent to search for drugs. Both the driver and the passenger signed a consent to search form.

The search lasted all of fifteen seconds. Trooper Bushnell knew exactly what he was looking for - a secret compartment under the bed of the pickup. Once Trooper Bushnell confirmed that the truck had been modified and there was a hidden compartment, he handcuffed both the driver and the passenger.

By removing the tailgate, lowering the bumper, and removing a panel with three bolts, Trooper Bushnell was able to observe the access door. The door was bolted down with four corner bolts. The seam was covered with caulking and the entire door and modifications were painted black. Once opened, the contents were revealed 106 kilograms of cocaine. The street value of the 106 kilos is estimated at $31.8 million. The truck was flown to the intended destination aboard an air transport, where DEA agents arrested a third suspect in a motel room in Newark, New Jersey.

**Mission and Values of the UHP**

During the spring of 1993, the administration of the Utah Highway Patrol adopted a mission statement and six values representing the six points of the badge.

The mission of the Utah Highway Patrol is to provide quality police services and to protect the constitutional rights of all people in Utah.

The values of the UHP are integrity, professionalism, service, knowledge, teamwork, and courage. Value statements for each of these points are as follows:

**Integrity**
- We are sincere and honest.
- We fulfill every promise and commitment.
- We are above reproach in dealing with the public, fellow officers, and ourselves.

**Professionalism**
- We will exceed all standards set forth by our profession.
- We allow only those of exemplary character to enter or remain in our ranks.
- We present an appearance that inspires confidence in our ability.

**Service**
- We will meet the police service needs of every person we encounter.
- We serve the people of the state of Utah by enforcing the law impartially, consistently, and without discrimination.
- We deliver service that reflects a concern for the quality of life in our communities.

**Knowledge**
- We will continually improve our performance through
education and training.
• We recognize our profession is changing and vow to stay on the cutting edge.
• We encourage continuous education to maximize individual and organizational development.

Teamwork
• We are united in purpose and effort.
• We share ideas and information through open and honest communication.
• We are accountable to our community and to our fellow officers.

Courage
• We face danger with confidence, resolution, and bravery.
• We face hardship resolute in our commitment to serve.
• We make decisions based on our organizational values.

When Colonel Duane Richens decided to return to retirement in May 1993, Governor Michael O. Leavitt selected the lieutenant over Executive Protection and Protective Services Section as his replacement. Richard A. Greenwood was sworn in as Colonel on August 5, 1993. During this same ceremony, Ferris E. Groll, a 27-year police veteran who served 9 years as Logan police chief, was sworn in as Deputy Commissioner. Groll, 51, replaced Brant L. Johnson, who retired July 31.

Richard Greenwood, a 16-year veteran of the Utah Highway Patrol, had also served with the Miami Metropolitan Police Department in Florida prior to coming to Utah. Colonel Greenwood believes in allowing supervisors to make decisions at the appropriate levels. He also focused on automation, looking for ways to eliminate unnecessary paperwork, and how to be more productive with limited resources.

Colonel Greenwood’s administration also developed ten areas of emphasis. The ten area of emphasis are public service, impaired drivers, occupant restraint, criminal interdiction, commercial vehicle safety, safety education, technology, community policing, human resource development, and local law enforcement support.

In an effort to build his own team, Colonel Greenwood replaced four of the five existing captains. Under his administration seven lieutenants received new assignments. Despite this major shift in command, Lieutenant Colonel Gary E. Gunrud remained as assistant superintendent. Lieutenant Colonel Gunrud’s insight and vision of the future was the type of creative thinking desired by Colonel Greenwood.

Under Colonel Greenwood’s administration a mobile computer pilot program was implemented. Fourteen patrol cars in Weber County were modified to accommodate computers in March 1995. For the first time in the history of the Patrol, troopers could complete all necessary paperwork from their patrol car. Under this program numerous reports were combined into a single report, making it possible for troopers to spend more time on patrol and less time working on reports.

After experiencing problems with the law in Indiana, Jason Scott Pearson, age 18, and George Todd Kennedy, age 16, headed west in Kennedy’s mother’s red Ford Thunderbird and with a car stereo that they planned to pawn for money. By the time they reached Utah, they were out of money and out of gas. On June 16, 1993, they stopped for fuel at the Roger’s Roost, Phillips 66 in Thompson, Utah. After pumping $21.30 in fuel, the two thieves left without paying. Within minutes, an attempt to locate (ATL) was broadcast by Price DPS Communications Center. Grand County Deputy Sheriff Steve Brownell first saw the wanted vehicle westbound on Interstate 70 at milepost 173. When he attempted to stop the vehicle, the suspects accelerated to 95 mph. Deputy Brownell requested assistance from the Utah Highway Patrol.

Trooper Kelly Roberts had just arrived in Green River for a special enforcement assignment. Sergeant Steve Rapich was talking with Trooper Roberts when the call for assistance was broadcast. Troopers Richard Haycock, Bruce Riches, and Dennis “Dee” Lund...
and Emery County Deputy Sheriff Guy Webster also responded. Deputy Webster blocked the east interchange of State Road 19 and Interstate 70, to prevent the suspects from entering Green River. Trooper Lund and Trooper Riches deployed tire-deflating devices, commonly referred to as roadblock spikes, at the west interchange, in an attempt to safely terminate the pursuit.

At this point, Price dispatch confirmed that the vehicle was stolen from Indiana. On approach to the roadblock spikes, the thieves drove through the center divider and into the eastbound lanes. For the next three miles the suspects continued to drive westbound in the eastbound lanes. Speeds of the chase were approximately 80 mph, with officers driving in the correct, westbound lanes and the suspects driving westbound in the eastbound lanes.

At the interchange of State Road 6 and Interstate 70, the suspect vehicle took the off ramp, in the wrong direction, and attempted to go northeast on State Road 6. Deputy Webster saw the stolen vehicle make this evasive move and immediately took the exit in front of the bandits. The vehicle made an abrupt U-turn and again entered Interstate 70 westbound in the westbound lanes.

The stolen vehicle again accelerated to 80 mph. Knowing there were no officers ahead of the stolen vehicle for over 70 miles which could deploy spikes, Sergeant Rapich instructed Trooper Lund to pass the suspects if the opportunity presented itself. As Trooper Lund passed the suspect vehicle, passenger George Kennedy stuck the barrel of a 20-gauge shotgun out the side window and fired. The round struck the right side of Trooper Lund’s patrol car, a Ford Mustang, shattering the rear window. Kennedy then fired two rounds into Trooper Riches’ patrol car.

This act of violence was the first indication that the suspects were armed. The officers knew that these actions by the suspects moved the escalation of force several steps up the force continuum. Sergeant Rapich then ordered Trooper Lund to accelerate well ahead of the suspects, deploy himself by the side of the road, and attempt to shoot out a tire on the stolen vehicle as it passed.

Trooper Lund accelerated ahead of the suspects and parked in the emergency lane. He exited his patrol car with his 12 gauge Remington 870 shotgun. Using his patrol car as a shield, Trooper Lund awaited the approach of the felony suspects who had just tried to kill him. As ordered, his intentions were only to shoot out the tires of the stolen vehicle. As the Thunderbird approached, again the 20-gauge shotgun was fired at Trooper Lund, striking the rear of his Mustang. Trooper Lund returned fire, striking the rear of the stolen vehicle and causing little damage. After the pursuing officers passed, Trooper Lund again joined the pursuit.

Trooper Riches was on the inside lane, Trooper Haycock on the outside lane, and Trooper Lund was following Trooper Haycock. Again the passenger leaned out the window and fired upon the troopers. To this point, all of the rounds fired by the suspects had been from a 20-gauge shotgun. Pearson retrieved a semi-automatic .22 caliber rifle and while Kennedy steered the vehicle from the passenger position. Pearson then opened fire on the pursuing troopers with the rifle. Firing in rapid succession, rounds from the rifle struck Trooper Haycock’s, Trooper Riches’, and Trooper Lund’s vehicles. One of the rounds fired by Pearson struck the left side of the windshield on Trooper Lund’s patrol car. The round entered the windshield and was deflected by the doorpost, striking Dee Lund in the left eye. Trooper Lund immediately hit the brakes, ran off the right side of the road, and radioed that he had been hit.

Sergeant Steve Rapich, who was riding with Trooper Kelly Roberts, had attempted to remove the 12-gauge shotgun from the back seat zippered pouch. Finding the zipper stuck, Sergeant Rapich cut the pouch with a pocketknife and removed the shotgun. After instructing Trooper Roberts to move into position, Sergeant Rapich chambered a rifle slug and fired at the suspect vehicle’s tires. The second rifle slug fired struck the left rear tire. The stolen vehicle skidded off
the left side of the road and rolled.

Deputy Webster saw Trooper Lund’s vehicle skid off the roadway and into the dirt. As he ran to the Mustang, he saw Trooper Lund sitting in the driver’s seat with his head tilted back against the headrest. Blood was streaming from his left eye. Deputy Webster opened the driver’s door and asked Trooper Lund if he was okay. He got no response. He felt for a pulse and there was none. He checked for respiration and again there was none. He checked for respiration and again there was none. Deputy Webster dragged Trooper Lund from the patrol car and immediately began cardiopulmonary resuscitation (CPR). His valiant efforts were futile; Trooper “Dee” Lund, age 37, was dead.

Brenda Lund, wife of Trooper “Dee” Lund, and her 8-year-old son, Jared, had listened intently to the police scanner in their Green River home as the chase proceeded along Interstate 70. She had heard that an officer had been shot. Brenda and Jared had knelt in prayer for Dee’s safety. She was then dispatched to the scene as a volunteer emergency medical technician (EMT). She responded to the scene and learned of the fatal shooting.

Pearson and Kennedy were taken into custody and transported to Castle View Hospital for treatment of minor injuries sustained in the crash. They were charged with capital murder as adults. Charges against the younger Kennedy were later reduced in exchange for his guilty plea and testimony against Pearson. Kennedy pled guilty to first-degree murder and attempted murder on July 26, 1994. Two years following the death of Trooper Lund, Pearson was found guilty of aggravated murder, a capital offense, and other offenses on June 30, 1995. He was sentenced July 3, 1995, to life in prison with the possibility of parole by Seventh District Judge Bruce Halliday.

Trooper “Dee” Lund was buried in the West Weber Cemetery next to his son, Lyle, who died when he was nine days old. Brenda Lund moved to South Weber where she continues to raise her children, Tina and Jared.

**A Silent Partner**

The Patrol introduced a new silent partner in July 1993. Trooper Jeff Peterson was selected to test a mobile video system, which is permanently mounted in the patrol car. The test unit was marketed by Skaggs Telecommunication Service, Inc. (STS) as the Visual Patrol TM In-Car Video Documentation System. It employs techniques that prevent tampering with videotaped information. The control unit and the videotape recorder are installed in the trunk. The camera mounts to the windshield and a monitor is mounted next to the trooper’s police radio. The unit utilizes standard 1/2-inch VHS videocassettes that can later be viewed on a VCR and television.

The entire system can be operated from the driver’s seat or by a hand-held remote control. A wireless microphone with audio interface provides excellent audio when the trooper is out of his patrol car, such as when talking to a violator. The camera is also activated as soon as the trooper activates his pursuit lights.

During the next two years, patrol cars throughout the state were equipped with mobile video systems. No longer could violators say, “It’s just your word against mine.” This equipment and the resulting videos also proved to be a good training medium. Knowing they are being recorded, troopers concentrate more on following correct procedures and refining “their roadside manners.” Seized drug money was used to purchase some of these mobile video recorders.

**Double Threat**

Police officers are often pointmen during major confrontations between disturbed individuals and society as a whole. With that overwhelming threat, officers cannot be too cautious. Gloria Quinones Santiago left her husband, Jorge “Roque” Santiago, after he advised her that he was infected with the AIDS virus prior to their marriage. Glo-

**Four Corners**

Utah Department of Public Safety - Utah Highway Patrol, Arizona Department of Public Safety - Arizona Highway Patrol, Colorado State Patrol, New Mexico State Police
History of the Utah Highway Patrol

On November 2, 1993, Roque found his estranged wife and her 18-month-old daughter at the Valdez home. During a struggle, Roque shot Lucy Valdez in the stomach with a .38 caliber revolver and kidnapped his wife at gunpoint.

On November 4, 1993, Mr. Santiago entered the Smith’s Food and Drug on South Harrison Boulevard, Ogden, to cash a check. While her husband was inside, Gloria approached Janet Sager, who had pulled into the parking lot. Gloria was pleading for help when her husband returned. In a rage, Roque demanded that Gloria get back into the car. Using his own vehicle, Roque then rammed Sager’s vehicle, causing extensive damage. He then fired several rounds into the Sager vehicle, causing two tires to deflate. Santiago then fled the scene with his estranged wife.

Following several 911 calls to the Ogden Police Department, an attempt to locate was broadcast by Weber and Davis Counties. Trooper Roger Spiegel was patrolling northbound on Interstate 15 in the area of Lund Lane when he saw the wanted vehicle, southbound on the freeway. As Trooper Spiegel approached Centerville, he confirmed the license plate and continued to follow southbound. Near 1000 North, Bountiful, the suspect spotted Trooper Spiegel and accelerated rapidly. Trooper Spiegel immediately began pursuit with lights and siren. Santiago exited I-15 at 900 West in Salt Lake City and began running traffic lights at 75 miles per hours. Trooper Spiegel discontinued the pursuit due to the extreme danger to civilians.

Approximately two minutes later, Trooper Martin Turner spotted the suspect vehicle southbound on 900 West and picked up the pursuit. As the suspect approached State Road 201 and 900 West, he slowed his car to clear an intersection. Trooper Jerry Walters and Trooper Doug Devenish, who were together in the same vehicle, pulled in behind the suspect as the lead chase vehicle.

The suspect then proceeded westbound on State Road 201 (2100 South). Trooper Walters then saw the driver reach out the driver’s side window brandishing a handgun. The suspect fired one round, which struck the passenger side of the patrol car’s windshield, barely missing Trooper Devenish. When Trooper Walters slowed to check for injuries, Trooper Turner again took over lead position in the pursuit. The suspect accelerated to a high rate of speed. Near 3700 West the vehicle struck a diesel truck, skidded out of control, ran off the north side of the road, and rolled onto its top.

Roque exited his overturned vehicle, holding the .38 caliber revolver on his wife as a hostage. Having monitored the pursuit on a scanner, Officer Troy Siebert, Salt Lake City Police Department and Officer Bryan Shields, West Valley Police Department responded to the scene to assist. During the standoff, Mr. Santiago fired one round into the dirt in front of him. When the situation appeared to go into a lull, Santiago unexpectedly turned and shot his wife in the chest. He then fired another round into his own chest and a second round into the chest of his wife. Gunshots immediately erupted as eight officers, from three agencies, fired twelve rounds at the suspect. Santiago was struck by six police rounds and one self inflicted round. He died at the scene. Gloria Santiago recovered from her wounds.

Officers at the scene were immediately notified that the suspect was infected with the AIDS virus. Officers know that suspects with biological infections can be a double threat to their safety.

“A” Team Busts Armed Robbery Ring

April 13, 1994, began like any other day in Utah County. The commuter traffic was heavy and fast. Troopers were busy issuing citations and answering a variety of calls. Suddenly the routine of the day was broken by a triple beep from DPS dispatch.

“Attempt to locate, armed and dangerous,” announced dispatch. “Yellow 1982 Plymouth Reliant station wagon, Utah 529 FWV. Four or five Hispanic male suspects just entered a Provo residence at gunpoint; pistol-whipped and robbed the occupants of cash, drugs and guns. Suspects left the scene in victim’s car. Unknown direction of travel.”

It was Wednesday morning and Sergeant Langford’s “A” Team was working special enforcement. Trooper Dennis Bang was just clearing from a traffic stop at 1200 South, Orem. He drove to 20th South and set up surveillance. “I had only been at this location for about two minutes,” he later recalled. “I saw a northbound vehicle which matched the description.” As the suspect vehicle passed, Trooper Bang saw the license plate - it was a match. Trooper Bang did not
pursue immediately, but waited until the vehicle was a short distance ahead. “I did not want them to realize that I had spotted them and risk a high speed chase,” stated Bang.

After calling for back up, Trooper Bang continued to follow, giving his location. All troopers in the area switched to the statewide frequency. Dispatch advised that a second armed robbery was just being reported that was very similar to the first. Several Hispanic males had entered an Orem home, brandishing handguns. The occupants were beaten, terrorized, threaten with their lives, robbed and tied-up. Weapons, drugs, jewelry, appliances and money were stolen. The suspects were described as armed and dangerous and possibly gang members.

Trooper Doug Miller joined Trooper Bang at Orem Center Street. Waiting at 800 North was the rest of the “A” Team. Sergeant Langford’s crew adopted this name since they were District 6A. Once the suspect vehicle had passed 800 North, the “A” Team proceeded with a felony stop. Sergeant Dave Decker assisted by closing lane #3. Trooper Dennis Shields took up a position to the right of Trooper Bang. Sergeant Langford was to the left of Trooper Bang. Using his vehicle’s loudspeaker, Trooper Bang gave verbal commands to the two male suspects. The passenger was frisked and cuffed by Trooper Doug Miller. The driver was frisked and cuffed by Trooper Rick Mayo. Both suspects were in possession of marijuana; and at first lied about their identity.

A search of the vehicle produced two shotguns, one of which was sawed-off, a high-powered rifle, and several stolen items, plus ammunition, drugs, and cash. Detectives from Orem and Provo responded to the scene. Subsequent investigation led to the arrest of four additional suspects in the Salt Lake area. The suspects ranged in age from 17 to 35 years old. Four were male and one was female. All had extensive criminal records. All were members of a Salt Lake gang. The suspects were charged with aggravated kidnapping, aggravated robbery, theft of firearms, and vehicle theft.

The suspects had devised a plan to hit known drug houses. They were of the opinion that these victims would not call the police. A third drug house in Salt Lake, which had been robbed in similar fashion earlier in the day, was also linked to this crime spree.

**Busted at Beaver**

On April 14, 1994, Trooper Craig Gaines made the third largest cocaine seizure in the history of the state of Utah. In many ways, this arrest was typical of many other criminal interdiction cases made by Utah peace officers. Officers are trained to make a legal traffic stop, look beyond the misdeemeanor traffic violation for reasonable suspicion of additional criminal activity, and if appropriate to ask for a consent search.

Traveling northbound on Interstate 15, Trooper Gaines came upon a large Toyota U-Haul truck, which displayed an expired Alabama plate (11-93). He attempted to initiate a traffic stop. The driver took nearly one-half mile to pull the vehicle to a stop. The driver was a 33 year-old male Colombian. The passenger was a 27 year-old female Colombian. Trooper Gaines noticed the driver’s hands shaking excessively as he fumbled for the truck rental agreement. The cab of the truck had a strong odor of air fresheners. The driver stated he was traveling to Massachusetts. When asked what he was hauling, the driver stated he was only hauling clothes.

Although he had only been a member of the Patrol for less than two years, Trooper Gaines had received extensive training in criminal interdiction. This training was about to pay off. Trooper Gaines asked for a consent search. The driver stated, “Go ahead.” Trooper Gaines asked the driver to open the back of the truck, which he did.

The back of the U-Haul contained several pieces of luggage and some U-Haul blankets. When Trooper Gaines commented to the driver that the truck was larger than normal for making a trip with only clothing, the driver said, “No, sir, no.” Trooper Gaines asked if he could look inside the bags, to which the driver responded, “Go right ahead.”

Trooper Gaines discovered 150 packages containing 300 kilograms of pure cocaine. At 2.2 pounds per kilogram, that is 660 pounds of 99 percent pure Colombian cocaine. With a street value of $100 per gram of 50 percent pure cocaine, Trooper Gaines had discovered $59,928,000 in cocaine. There were no troopers close enough to help; therefore, Beaver City Police Officer Russell Erickson responded to assist. This case was turned over to the Drug Enforcement Administration for further investigation in Boston, Massachusetts.
Aero Bureau Goes Rotary

In December 1988, the Utah Department of Public Safety - Aero Bureau added a helicopter to their fleet. A used TH-55 training helicopter was purchased. Utah Highway Patrol Sergeant Doyle R. Thorne had flown CH-46 “Sea Knight” helicopters with the United States Marine Corp. in Vietnam. Sergeant Thorne enthusiastically accepted a transfer to the Aero Bureau to oversee the implementation of rotary-wing aircraft program within the Aero Bureau.

The TH-55 engine is only capable of producing 180 horsepower, which proved to be underpowered for operating at the high altitudes found in Utah. During June 1989, Sergeant Thorne and Duchesne County Deputy Sheriff Jerry Foote were flying a marijuana eradication operation in Duchesne County. While operating near the maximum ceiling for the aircraft, during hot summer weather, and flying at low levels to observe possible marijuana plants, they got caught in a micro-burst of wind. The TH-55 crashed into a hillside dotted with cedar trees. One of the trees completely penetrated the cockpit floor, lodging between Sergeant Thorne and Deputy Foote. The spinning rotor blades shredded the surrounding cedar trees. The helicopter was totaled. Both officers were injured, but managed to walk away from the accident.

The Utah Department of Public Safety realized the value of a helicopter and the need for a more powerful aircraft. The problem was obtaining funding for a quality helicopter. The problem was solved after two years of negotiation by Senator Jake Garn with the U. S. Department of Defense and with the help of Governor Norman H. Bangerter. In August 1991, the Utah Department of Public Safety - Aero Bureau signed a “free lease” with the Department of Defense for two Hughes OH-6 “Cayuse,” observation helicopters. Utah was allotted the helicopters to help with drug interdiction work. The first OH-6 was placed into service on October 21, 1991.
These aircraft proved to be a valuable addition to the Aero Bureau. The OH-6 turbine engine produces 317 horsepower and has a maximum ceiling of 10,000 feet. OH-6 helicopters were used by the U.S. military for aerial observation in Vietnam. DPS used them for aerial surveillance of drug trafficking activity and for observation during major drug arrest operations. They have also been used to monitor gang activity, assist on high speed chases, provide aerial surveillance during hazardous material fires and explosions, search for wanted suspects and for search and rescue operations. The aircraft were also available for use in natural disasters where usual access routes have been disrupted.

From October 1991 to July 1994, Sergeant Thorne flew 44 missions in fixed-wing aircraft and 130 missions in rotary-wing aircraft. He provided assistance to agencies throughout Utah. During these years, Sergeant Thorne flew numerous search and rescue missions, often in dangerous terrain and with great risk to himself. Sergeant Thorne was extremely dedicated and always willing to help. The following incidents are but a few examples of his daily routine.

On March 13, 1994, Sergeant Doyle Thorne and observer Lieutenant Mitch Ingersoll were assisting the Utah County Sheriff’s Office in locating two hikers lost for over 24 hours in the mountains above Bridle Vail Falls in Provo Canyon. At 8:20 am, Ingersoll observed one of the hikers on the side of a cliff. Sergeant Thorne then shuttled three search and rescue personnel in separate trips to a ledge close to where the hiker had been observed. The searchers were able to locate both hikers and determine that they were not injured or disabled. The inexperienced hikers had become trapped when they ventured beyond their abilities. Sergeant Thorne then shuttled both the rescuers and the hikers from the mountain ledge to the parking lot at Bridal Veil Falls.

On March 26, 1994, Sergeant Thorne assisted officers in Tooele County following a hit and run accident and a high-speed chase. The suspect vehicle had eluded officers by driving into the mountains near Stansbury Park. Doyle’s observer was Trooper Gregory Kelsey. Upon the approach of the helicopter, the suspect must have realized that his efforts to flee were futile. At this point, the suspect took his own life with a single gunshot to the head.

On April 20, 1994, Sergeant Thorne responded to assist Cache County Sheriff’s Search and Rescue. Three Utah State University students were missing in the mountains north of Hardware Ranch. Their vehicle was located just prior to dark. Sergeant Thorne followed their tracks for eight miles to a ridge overlooking Bear Lake. The three students had not been prepared for the low temperatures found at the 9,400-foot ridge and were suffering from exposure. Sergeant Thorne made several trips, shuttling these young but wiser victims to safety.

Sergeant Thorne was always looking for ways to improve the Aero Bureau. It is often difficult to locate individuals during searches for prison escapees, wanted suspects, and lost children. Wanted suspects hide when a helicopter approaches. Children often fall asleep in an area protected from the elements. Sergeant Thorne sought funding for a Forward Looking Infrared system (FLIR). In 1993, the Department of Public Safety acquired a used “FLIR” from Las Vegas Metro Police and installed it on one of the OH-6 helicopters. With this system, a person can be seen, even in heavy cover, especially on cold days.
The Last Mission
Sergeant Doyle R. Thorne

Shortly after noon on Saturday, July 30, 1994, Duchesne County Sheriff Merv Gustin was summoned to Indian Canyon for the search of a missing two-year-old girl. Sara Jane McCleve of Snowflake, Arizona, became separated from her family while attending a reunion in the Alpine campground in Argyile Canyon near Duchesne, Utah. Deputies and Search and Rescue personnel from the Duchesne County Sheriff’s Office responded to the scene to assist the family in a search for young Sara. After several hours, local aircraft were requested to help in the search. Raymond LeMeuix of the Civil Air Patrol joined the search.

Sara McCleve was wearing a pink blouse, bib-overalls, and pink shoes. Her mother had tied bells onto her shoes. Searchers were extremely anxious, due to several bear incidents in this area in recent years. After several hours of searching without success and knowing nightfall was approaching, Sheriff Gustin requested helicopter assistance. Sheriff Gustin had served over 24 years as a trooper with the Utah Highway Patrol, before accepting the appointment as Duchesne County Sheriff in 1993, so he was aware of the DPS helicopter capability.

A cold, unstable air mass was moving across Utah on July 30. This weather front was generating thundershowers, accompanied by strong micro-bursts of wind. Despite this adverse weather, Sergeant Doyle Thorne responded to Duchesne County without hesitation. Helicopters from the Fire Control Center of the National Forest Service, Life Flight, and Air Med also responded. At 6:15 pm, Sergeant Thorne radioed to the Duchesne County Dispatch that he was “approaching the area.” At 6:26 pm, Sergeant Thorne radioed that he was “half way up Indian Canyon.” At 6:30 pm, dispatch advised that Sara had been found. The successful search for her had lasted six hours and 45 minutes.

Sara had walked several miles, had lain down under a pine tree and cried herself to sleep.

Sergeant Thorne was thanked for his assistance. He radioed that he would be returning to Salt Lake City. Dispatch advised Sergeant Thorne of adverse weather in the Salt Lake area. At 6:50 pm, Sergeant Thorne broadcast a distress call. Sergeant Thorne radioed, “I’m having problems coming through the canyon. I’m below 10,000 feet. I’m losing power. I’m going into the trees.” That was the last broadcast made by Sergeant Thorne.

Immediately after the distress call, Sheriff Gustin initiated a search for Sergeant Thorne. The Civil Air Patrol, Life Flight, Air Med, and ground units that were in the area looking for Sara, redirected their efforts to search for the DPS helicopter. A Department of Public Safety aircraft responded to the scene. The search by the aircraft continued until nightfall. Ground units continued their search until after midnight.

Commissioner D. Douglas Bodrero responded to the scene and established a command post. Deputies and search and rescue personnel from the Duchesne County Sheriff’s Office, the Uintah County Sheriff’s Office, troopers from the Utah Highway Patrol, a high country rescue team, air units from the Utah National Guard, Life Flight, the Civil Air Patrol, the Utah County Sheriff’s Office, and citizens continued the search for Sergeant Thorne on Sunday, July 31, 1994. The search was centered around an area that was established from a radar “skin paint” that was given to the Civil Air Patrol (CAP) by the United States Air Force. The search area encompassed over 100 square miles. Weather hampered the search. Thunderstorms developed in the afternoon with high gusty winds and rain. The aircraft were required to end their search prior to darkness because of the adverse weather. Ground searchers continued looking until close to midnight.

Monday morning, law enforcement personnel, ward members, friends, family members, and concerned citizens began an extensive ground search at first light. Air units including nine CAP fixed-wing aircraft and helicopters from the National Guard, Salt Lake County Sheriff’s Office, Life Flight, KTVX and KSL Television scoured the area. At 5:30 pm, the Salt Lake City Flight Control Center relayed information that they had plotted transponder reports from the aircraft to the Strawberry Peak area. The ground search was intensified in that area, but gusty winds prevented any search by aircraft. The ground search continued until around midnight.

On Tuesday, at 6:00 am, six helicopters, 300 plus ground searchers, and other fixed wing aircraft concentrated their search efforts in the Strawberry Peak area. Heavy vegetation and rough terrain hampered the search effort. At 2:30 pm, Utah Army National Guard pilot Chief Warrant Officer Lewis C. Olson was searching the area in a UH-1 “Huey” helicopter. One of his observers, Utah Department of Investigation Lieutenant Mitch Ingersoll asked Olson to simulate maneuvers he would have to make if the aircraft was in trouble. CWO Olson banked the craft and dipped sharply. Lieutenant Inger-
soll then saw a black and white rotor blade in a grove of thick trees. A second pass located the brown and gold fuselage of the downed DPS helicopter. Ground crews that hiked to the location discovered that Sergeant Thorne had not survived the crash.

Doyle Thorne was survived by his wife, Luci; two daughters, Kim and Krista; and two sons, Kameron and Devan. Sergeant Thorne used his skills as a peace officer and a pilot to safeguard lives. He lost his life while serving others. During Doyle’s funeral on August 6, 1994, his brother, Brent, stated, “He was a common man who performed many uncommon acts of valor.”

**Salt Lake Gangs**

Gang violence in Salt Lake City reached epic proportions in 1994. On Sunday, September 25, 1994, two rival gang members met in a store parking lot and shot it out. Both were killed. During a news conference on September 27, Governor Leavitt offered his assistance. Salt Lake City Mayor DeeDee Corradini immediately accepted the offer and on September 28, 1994, 12 Utah Highway Patrol troopers went to work in Salt Lake City. Four troopers were assigned to patrol in areas where tensions remained high between rival gangs. The other eight troopers joined the Metro Gang Task Force. Governor Leavitt also ordered double bunking at youth detention facilities, expanded the Genesis work camp, asked courts to speed up the process for certifying juveniles as adults, and proposed separate housing of serious and repeated youth offenders. The 12 troopers continued working in this capacity for several weeks.

**Trooper Randy K. Ingram**

Trooper Randy K. Ingram, a 10-year veteran of the Patrol, was working Juab County the evening of October 5, 1994. He stopped a van loaded with Boy Scouts, for no visible taillights, approximately 14 miles south of Nephi. Trooper Ingram had a brief conversation with the driver and had returned to his patrol car to issue a citation. A southbound semi-truck driver fell asleep, drifting into the emergency lane and struck Trooper Ingram’s patrol car. Proper positioning of the patrol car saved the scouts’ lives, but Trooper Ingram was killed instantly.

Commissioner Doug Bodrero responded to the scene of this tragedy. Reaching inside the twisted metal that had been Trooper Ingram’s patrol car, Commissioner Bodrero removed Trooper Ingram’s badge. During Randy’s funeral, Commissioner Bodrero said, “We live in a world of symbols.” Holding Trooper Ingram’s badge for all to see he added, “My belief is there is a special place in heaven for those who wear these symbols.”

In March 1992, Trooper Ingram was asked which duty he felt was the most difficult to perform and why? He responded, “Accidents, because of the injuries and the deaths; there can be a lot of emotional stress. The responsibility I have to provide help could be the difference between life, death, or serious disability for the people we are trying to serve. You also have to try to forget your emotions during the actual event and perform to the best of your ability. Then, after you finish the detail, your emotions catch up to you and sometimes they stay with you for a very long time.”

When asked what dangers are present in his duties, Trooper Ingram listed driving motor vehicles and standing on the highway in all types of weather and conditions as the number one hazard. Also listed was dealing with suspects that may try to kill or cause great harm, dealing with subjects that may transmit blood-borne pathogens such as AIDS and hepatitis, and dealing with hazardous materials encountered during accidents.

Randy served as a member of the Juab County Sheriff’s Search and Rescue, a trooper
with the Utah Highway Patrol, and a staff sergeant with the Utah National Guard. During the Persian Gulf War, he was activated for a period of six months in 1991. Randy was survived by his wife, Carlene, and two beautiful children; Megan, age four and Devan, age two. He was buried in the Nephi City Cemetery with full police and military honors.

The truck driver that killed Trooper Ingram pled guilty to negligent homicide on August 29, 1995, before 4th District Court Judge Steven L. Hansen.

**UPOA and the UHP**

The Utah Peace Officers Association (UPOA) is the oldest police association in the state of Utah. Organized in 1922, the UPOA has been a leader in training, legislation, and service to the law enforcement community. The Utah Highway Patrol has always worked closely with the UPOA. The following UHP/DPS members served as president of the Utah Peace Officers Association.

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<thead>
<tr>
<th>Number</th>
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<tr>
<td>8th</td>
<td>R. Whitney Groo</td>
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<td>18th</td>
<td>Rulon Bennion</td>
<td>1946-1947</td>
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<td>20th</td>
<td>Joseph W. Dudler</td>
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<td>26th</td>
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<td>William T. Duncan</td>
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<td>Timothy M. Trujillo</td>
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**Safe and Sober Squad**

In October 1994, the Utah Highway Patrol implemented a Safe and Sober Squad, patterned after the “ASAP” crews of the 1970s. Seven experienced troopers from various counties worked as a roving patrol to locate and apprehend drivers impaired by alcohol and drugs. The Patrol received funding for the Safe and Sober Squad through a federal grant. This federal funding allowed for immediate replacement for vacancies. The Safe and Sober Squad was implemented at the kickoff of the nationwide “Safe & Sober” traffic safety campaign. “Safe & Sober” goals are to reduce alcohol-related fatalities and to increase safety belt use to 75 percent.

During the first six weeks of operation, the Safe and Sober Squad made 147 driving under the influence (DUI) arrests, with an average blood alcohol content (BAC) of 0.13 percent. Following one year of operation, the Safe and Sober Squad stopped 10,292 vehicles, made 1,175 DUI arrests, with an average BAC of 14.5 percent. In addition, 98 felony arrests were made, 10 stolen vehicles were recovered, and 195 warrants were served with a total dollar amount of $176,562. The first Safe and Sober Squad consisted of Sergeant Paul Webb, Troopers Chris Williams, Kelly Roberts, Derek Odney, Brad Horne, Jamie Allred, and Mike Rapich.

**First Class Robbery**

On March 6, 1995, Ted Martin Cary, 28, walked into the Wendover branch of Key Bank. He handed a note to a teller demanding money, then walked out of the bank with $920 and got into a waiting stretch limousine. The limo driver had no knowledge of the robbery. An attempt to locate was broadcast and employees at the Port of Entry notified the Utah Highway Patrol when the limo passed their location.

Three troopers caught up with the limo about 35 miles east of Wendover. The troopers ordered the driver to exit, which he did. They then ordered the passenger to exit. Cary exited but held a hand inside his coat. With weapons drawn, the
troopers ordered him to show his hands, but he did not cooperate. Instead, he made several movements fumbling inside his coat and then a fast movement, drawing a black object from his coat. Two troopers fired their 9 mm handguns. The suspect was wounded in the abdomen and shoulder. He was then taken into custody.

The dark object turned out to be his wallet. The limo driver was also arrested and questioned. He was later released when it was determined that he knew nothing about the robbery. The money from the bank was recovered at the scene. No weapon was found. Cary’s wounds were not serious. He was charged in federal court with bank robbery. A shooting review board ruled the shooting was justified. The Tooele County Attorney concurred.

Civil Disorders Unit

In an effort to better understand the problems encountered during civil disturbances, the Training Section of the Patrol requested special training from Arrest Control Tactics (ACT) Instructors at the Los Angeles County Sheriff’s Department. Sergeant Paul Takeshita and Sergeant Paul Snow presented a three-day training program in September 1993.

The following year, the Patrol implemented a Civil Disorders Unit (CDU). A selection was made of 50 troopers and sergeants for the Civil Disorders Unit. The selection was based on geographic location, manpower availability, and response potential. The CDU was divided into four 12-member squads. The four squads form a platoon. Sergeant Kirk Middaugh coordinated the organization of the Civil Disorders Unit and served as Assistant Platoon Leader. SERT Lieutenant Mike Bergin served as Platoon Leader. During September 1994, all members of the CDU received basic training in physical fitness, mobile tactics, arrest control tactics, and squad and platoon tactics. That same year, all members of the department received CDU training during in-service.

The Civil Disorders Unit was first deployed on Memorial Day weekend of 1995. At the request of the National Park Service, 41 members from CDU, SERT, the Safe and Sober Squad, Aero Bureau, and command personnel were deployed to the Bullfrog Marina at Lake Powell. The lawless party atmosphere during past years at this resort had resulted in numerous criminal activities, including rapes and aggravated assaults. Department personnel, in a cooperative effort with allied law enforcement agencies, converged on the marina. Positive contact with campers on the beach areas, quick dispersal of assembled crowds, and criminal interdic-
tion were successful. The basic premise of the CDU is that the presence of well-trained and properly equipped personnel will be a deterrent to civil disorder.

The dark object turned out to be his wallet. The limo driver was also arrested and questioned. He was later released when it was determined that he knew nothing about the robbery. The money from the bank was recovered at the scene. No weapon was found. Cary’s wounds were not serious. He was charged in federal court with bank robbery. A shooting review board ruled the shooting was justified. The Tooele County Attorney concurred.

**Public Information and Education Program**

One of the ten areas of emphasis established by the Patrol in 1994 was to make safety education a higher organizational priority and to devote more resources to this program. Every section was directed to establish a Public Information and Education (PI&E) program. PI&E troopers received special training and encouragement to create new programs aimed at safety education and crime prevention. It has been proven that education is one of the greatest tools in the prevention of crime and the promotion of safety.

Troopers meet regularly with businesses, civic organizations, schools, the young, and the elderly. Businesses often join with public safety organizations to promote safety and reduce crime. For example, Smith’s Food and Drug and Albertson’s donated turkeys as a promotion during the “Safe and Sober Campaign.” Shopping malls often promote safety and education programs such as Drug Abuse Resistance Education, (DARE). K-mart sponsors the annual “Shop with a Cop” program. As McGruff would say, working together, the community, businesses, and police can “take a bite out of crime.”

**Pepper Spray**

During the 1993-94 in-service training sessions every member of the Patrol was issued “O.C.” (oleoresin capiscum solution) spray. Commonly referred to as “pepper mace,” O.C. spray is dispensed in both a liquid and a vapor form. The Patrol selected a liquid spray because it is more easily controlled. As part of the training, troopers are sprayed in the eyes with a small amount of O.C. so they personally know how it feels. The burning sensation, although immediate and intense, subsides in approximately 20 minutes. Pepper spray is one more non-lethal tool which all troopers now have available to them as they confront hostile subjects.

**Accident Investigation Mapping System “AIMS”**

In March 1994, the Training Section of the UHP obtained a computerized Accident Investigation Mapping System (AIMS) from the Nikon Corporation for testing and evaluation. Sergeant Kirk Middaugh, Trooper Stan Locker, and Trooper Greg Lundell received training with the AIMS. The system was then assigned to Davis County for an evaluation period.

Upon completion of the evaluation, efforts were made to secure funding for an AIMS system for the Patrol. Funding was obtained through the Utah Department of Transportation as part of the I-15 Incident Management Plan, a federally funded program designed to reduce traffic congestion and to increase air quality along the Wasatch Front. Three AIMS units were purchased including the necessary computer hardware and software. These units are currently assigned to Weber County, Davis County, and Salt Lake County. In November 1995, 20 troopers were trained to operate the AIMS system.

The AIMS system is designed to collect large amounts of information at an accident scene in as short a time as possible. This information is then used to reconstruct a detailed scale diagram of the accident scene.

The AIMS system utilizes infrared technology. An infrared beam is reflected off a prism to record various locations. This information is stored in a data collector, which is later downloaded to the AIMS computer. The computer then analyzes and edits this information and produces a scale diagram of the accident scene.
With AIMS technology an investigator can record several hundred points at an accident scene, with more precision, in the same time required to gather 20 to 30 points using conventional methods. The AIMS system can then produce a scale diagram in minutes, versus hours using conventional methods. By utilizing technology such as the AIMS system, the Utah Highway Patrol continues to be a leader in accident investigation and reconstruction.

M-14 Rifle

Although the Patrol enacted a rifle policy in 1990, all rifles and ammunition had to be purchased by the individual trooper. In the fall of 1995, the UHP purchased 250 M-14 military surplus rifles. This .308 caliber, semi-automatic, gas powered rifle was a welcome addition to the Patrol’s arsenal. The rifles were issued to field troopers and sergeants from October to December 1995 during a two-day rifle and marksmanship course.

Training consisted of the history of the NATO round (7.62X51), history of the M-14 rifle, nomenclature, general maintenance, safety rules, deadly force, escalation of force, proper sighting, proper shooting positions, proper shooting techniques, police combat techniques, and a qualification course. During this training each student fired approximately 130 rounds at distances from 25 yards to 300 yards. The qualification course consisted of 30 rounds fired from 25 yards, 50 yards, 100 yards, and 200 yards. Shooting positions included standing from low ready, standing from field ready, standing to kneeling, sitting, and prone. The maximum score possible for the qualification course was 150 points with 80 percent (120) required to pass. With the addition of the M-14 rifle, the Patrol now has a weapon with an effective range of more than 200 yards.

New Weapons

Beretta Cougar 8040D

From 1986-87 the Department of Public Safety utilized the Heckler & Koch (H&K) P7 (M8-M13) 9mm auto-loading pistol as the issued duty handgun. Even though the H&K is an excellent weapon, it became apparent by 1996 that the P7 was no longer a viable weapon of choice for DPS. The price of a new H&K P7M13 with night sights and two magazines, increased from $425 in 1986 to over $1,100 in 1996. After a decade of use, many of the weapons needed routine maintenance; however, replacement parts were expensive and difficult to obtain.

In addition, Smith & Wesson introduced a new handgun caliber January 17, 1990. The 40 S&W is based on a shorter version of the 10 mm. This caliber produces exceptional ballistic results and has gained popularity among police agencies nationwide.

Furthermore, the Ominous Crime Bill of 1994 did not allow civilians to purchase handguns with magazines that held more than 10 rounds. This further increased the price of the H&K P7M13 as the market for that firearm was only law enforcement and Utah was the only state police agency that utilized the H&K P7M13. (Connecticut State Police utilized the H&K P7M8.)

Beginning in the spring of 1995, Sergeant Jim Maguire, Utah Highway Patrol Training Section began an evaluation and testing program to look at other available weapons. Although the Glock firearm was evaluated, UHP administration gave low marks to the Glock-Safety-Action, basically a single-action weapon. The H&K P7M13 provided exceptional safety with a “squeeze

Beretta Cougars were engraved with “Utah Highway Patrol” and a Beehive, or “Utah Department of Public Safety” and a Centennial Badge. The Cougar employs a rotating locking barrel making the weapon extremely accurate. However, most troopers found it difficult to shoot due to the long double-action-only trigger.
chocking” safety. Transitioning away from the H&K, the administration was pushing for a double-action-only weapon. Colonel Greenwood was concerned about training issues and civil liability for over 400 officers. Following a year of testing and evaluation the decision was made to move forward with the selection of the Beretta Cougar as the new issued sidearm of the Department of Public Safety.

The implementation of the 40 S&W caliber proved to be the correct decision. However, the department only purchased Beretta Cougars for a few short years. By 1999, the Utah Department of Public Safety / Utah Highway Patrol, adopted an alternate carry policy-allowing officer to purchase, qualify and carry several approved semi-automatic pistols in 9mm, 40 S&W, and .45 ACP. Included upon this list is the John Browning designed 1911, single action – carried cocked and locked. Several officers purchased their own Glock 22 firearms in .40 S&W. A few officers opted for the 9mm caliber.

Beginning in 1998, Captain Kevin Youngberg, Criminal Investigations Bureau’s (now known as the State Bureau of Investigations) began issuing the mid-sized Glock 23 (40 S&W) to agents working in undercover assignments. Beginning in 2001, and as the budget allowed the department started the transition to the Glock 22, in 40 S&W as the issued weapon for uniformed officers. The Glock has proven to be an excellent duty weapon.

Utah Statehood Centennial – 1996

The Utah Highway Patrol celebrated the Centennial of Utah Statehood during 1996. To commemorate this event, the Utah Highway Patrol authorized a Utah Centennial Badge, worn during 1996 only. An organization of two part-time employees on motorcycles in 1925 had grown to 381 sworn officers, and 30 civilian employees. As of January 1, 1996, the Utah Highway Patrol had 25 special function officers, 275 troopers, 55 sergeants, 18 lieutenants, five captains, one lieutenant colonel and one colonel.

Pedal to the Metal

Implemented in late November 1973, the National Speed Limit of 55 m.p.h. was a very unpopular law. Many western states attempted to circumvent this law by passing Fuel Conservation Violations. Other states passed laws preventing insurance companies from raising motorists’ rates for violation of the National Speed Limit.

In 1987, the federal government allowed the states to raise the speed limit to 65 m.p.h. on rural sections of freeway. In 1995 and 1996 the federal government further eased regulations, allowing states to raise the speed limit to 75 m.p.h. In 2008, two states (Texas and Utah) raised a few rural freeway speed limits to 80 m.p.h. While the increased use of safety belts and the continual development of airbags and other safety equipment have helped to reduce fatalities and injuries, speeding is still a major contributor to the severity of traffic accident.

Shortly after the department implemented an alternate carry policy, Glock introduced the 22C. This compensated firearm ports chamber gases through the top of the weapon to control felt recoil and muzzle flip. Troopers that opted for the Glock 22C found it also improved front sight acquisition during night fire.
Section 16

During 1996, the Utah Highway Patrol implemented section 16, absorbing the DUI squad, the UHP motorcycle squad and the Special Emergency Response Team – SERT. Section 16 also handled special details to prevent pulling troopers from the field.

New Technology

Beginning in 1995, the Utah Highway Patrol began implementing new technology with installation of laptop computers in patrol cars. Weber County was the test area. It took years to complete the transition to computerized reporting and ticket writing, but now all patrol vehicles in the department have technology installed. This has made the collection and evaluation of crash data and enforcement data much more accurate and efficient.

Between 1996 and 2001, the vast majority of troopers and employees did not have access to email. Most email accounts were allotted to supervisors and administration. With the improvement of the Internet infrastructure, more and more employees were granted access to Group Wise until it is almost unfathomable to think of a world without access to the internet or email.

In 1999, the UHP began purchasing digital cameras on a small scale basis. During this year, Polaroid cameras were still used as a means of quickly producing an image that could be used to help identify people and evidence. The Sony Digital Mavica camera issued in 1999 utilized a 3.5 inch floppy disk containing 1.54 megabytes worth of memory and could hold approximately 30 images and at a cost of $900 dollars per camera. By and large however, the department continued to use a manual 35 mm Ricoh brand SLR camera for all accident and crime scene photography.

By 2005, the Patrol had made the transition to digital cameras. As troopers were issued Olympus digital cameras and the 35 mm cameras were sold by State Surplus. Department of Public Safety Investigations and some other areas within the patrol have purchased more advanced Cannon or Nikon brand SLR style cameras. In comparison to the digital cameras of 1999, the storage capabilities of the cameras in 2010 have gone from 1.54 MB of storage to over 64 GB of storage.

The reporting systems and mobile technology used by the patrol have also undergone significant changes since 1995. The Patrol began with a program called MDCS (maintainability data collection system) as its platform for creating digital reports and communicating amongst officers from their mobile computer stations. MDCS used a wireless transmission signals that utilized CDPD (cellular digital packet data).

By 2010, the laptop computers in patrol cars use FATPOT (A software company based out of Bountiful, Utah) as the software for the reporting system. The technology for the wireless transmissions switched from or CDPD transmissions to wireless cellular technology on the Verizon network.

Troopers who have worked in the Technology Section of the Highway Patrol have included: Captain Jim Matthies, Captain Bob Anderson, Lieutenant Shawn Judd,

Get it out, now!

On the evening of October 26, 1996, Trooper Donald Sagendorf stopped a vehicle in downtown Ogden, Utah, for a damaged headlight and an expired registration. The female driver identified herself as Danielle Ben- nion; however, could not produce any identification. There were two male passengers, one in the right front and one in the right rear. During the stop Trooper Sagendorf sensed criminal activity, due to the body language of the passengers. Trooper Sagendorf returned to this vehicle and requested backup. Trooper Warren Nelson responded to assist.

What Sagendorf did not know is that the right front passenger Anthony C. “Tony” Colwell, had just been released from prison, was in possession of a stolen handgun, and had told the driver was going to kill the trooper. As Trooper Sagendorf waited for backup, Colwell retrieved his firearm and placed it under a coat on his lap. During this time, the rear passenger and driver pleaded with Colwell not to go through with the shooting. He responded by saying, “I’m not going back to prison,” knowing it was a felony and a violation of his parole for him to possess a firearm – let alone a stolen handgun.

Trooper Sagendorf advised Trooper Nelson of his concerns regarding the passenger in the front seat. He stated, “I want to pull him out, pat him down and see what the scoop is.”

Sagendorf and Warren then returned to the right rear passenger door. Sagendorf asked the rear male passenger to step out of the vehicle. The passenger, David Chavez, stepped from the vehicle and was frisked by Trooper Nelson.

As he was being frisked, Trooper Sagendorf asked the passenger, “Anything in the vehicle I need to be aware of?”

The passenger stated, “Not really.”

Trooper Sagendorf added, “You guys are making me kind of nervous, the way you guys are acting in there.”

At the conclusion of the frisk the passenger is told to step over to the side and wait. Trooper Sagendorf then checked the area where Chavez was sitting for weapons. At this time, a muffled metallic sound came from the right front passenger area.

Trooper Sagendorf moved to the right front passenger door. Looking through the side window, Sagendorf could not see Colwell’s hands, which were hidden by the coat – holding the gun. Trooper Sagendorf told the passenger, “Get your hand out from your coat, now.” Colwell did not respond but looked straight ahead.

Sagendorf then stated, “Get it out, now!” Colwell suddenly jerked, pulling his right hand from underneath the coat, thrusting the handgun up toward Sagendorf and pulled the trigger. Trooper Sagendorf tucked in next to the car, drew his H&K, P7M13 and fired through the side window and door. Unable to get a clear shot, Trooper Nelson moved to the rear of the vehicle and fired through the rear window. The driver ran from the vehicle screaming. Colwell then moved across the front seat. Trooper Nelson moved to the open driver’s door and fired two more rounds. The entire shooting only lasted 4 seconds.

Colwell had been shot six times with 9mm rounds, several had passed through windows, car sheet metal and heavy clothing. None of the hits were life threatening. His stolen handgun was a Beretta 92, with a round in the chamber and a small dimple on the primer. Neither Sagendorf nor Nelson had attended in-service training where troopers were transitioning to the more powerful .40 S&W caliber. Colwell was taken to a hospital for treatment and then charged with attempted aggravated murder, a first degree felony, and possession of a weapon by a parolee, a second degree felony.
In the fall of 1997, Commissioner D. Doug Bodrero announced his retirement. Governor Leavitt appointed Weber County Sheriff Craig L. Dearden as the 8th Commissioner of the Utah Department of Public Safety. Dearden had 20 years of law enforcement experience including Pleasant View Police Officer/Sergeant (1974-80), North Ogden Chief of Police (1980-81), Weber State College Police Officer/Detective (1981-83), Pleasant View Police Officer/Detective (1986-90) and Weber County Sheriff (1991-97). He earned a Bachelors of Science with a major in English from Weber State College in 1983. At that time he taught at the Weber County School District for three years.

During trial, James Gaskill, a crime scene investigator for the Weber County Sheriff’s office, testified he found the Beretta used by Colwell to be in working order and mechanically sound. He was able to duplicate the dimpling on the bullet by placing six layers of tissue between the hammer and the firing pin, thereby impeding the full force of the hammer from hitting the firing pin. This caused a dimple in the round without it being fired. Gaskill testified that the dimpling caused by the tissue could similarly be imposed by a piece of clothing.

The jury found Colwell guilty of both charges. He was sentenced July 5, 1998, by 2nd District Judge Michael Glasmann to five years to life for the attempted aggravated murder and one-to-15 years for the possession of a firearm by a parollee. The defendant’s attorney appealed this case to the Utah Supreme Court, stating the evidence did not support the conviction. His appeal was denied.

The parents of Colwell filed a federal civil right lawsuit against Sagendorf, Nelson and the Utah Highway Patrol. The suit claimed excessive force for shooting Colwell six times. This lawsuit was also dismissed.

A Change in Command
Craig L. Dearden

In the fall of 1997, Commissioner D. Doug Bodrero announced his retirement. Governor Leavitt appointed Weber County Sheriff Craig L. Dearden as the 8th Commissioner of the Utah Department of Public Safety. Dearden had 20 years of law enforcement experience including Pleasant View Police Officer/Sergeant (1974-80), North Ogden Chief of Police (1980-81), Weber State College Police Officer/Detective (1981-83), Pleasant View Police Officer/Detective (1986-90) and Weber County Sheriff (1991-97). He earned a Bachelors of Science with a major in English from Weber State College in 1983. At that time he taught at the Weber County School District for three years.

During his 3 years as DPS Commissioner, Dearden attempted to change the badge and beehive of the Utah Highway Patrol. This attempt was met by a strong backlash from troopers that felt the heritage of the Utah Highway Patrol should be maintained. Following several heated exchanges, Commissioner Dearden backed down from this decision.

At this time, Utah was preparing for the 2002 Winter Olympics. As Commissioner of Public Safety and head of the Olympic Safety Command, Dearden ordered a limited number of “Commissioner Craig Dearden” Olympic pins. In January 2001, Governor Leavitt replaced Commissioner Dearden, including all responsibilities connected to the 2002 Winter Olympics. The “Commissioner Craig Dearden” Olympic pin became one of the rarest and therefore most sought after pin during the 2002 Winter Olympics.

Interestingly, Dearden had applied to the UHP in 1974; however, he failed the color blindness test. He had always wanted to be a trooper and follow in his father in-laws footsteps, Cliff Green.

In 2001, Dearden was employed by Weber State as Director of Public Safety where he worked until January 2005, when he was sworn in as a Weber County Commissioner.
UHP goes K-9

In 1998 a pilot program was developed introducing K-9 units into the Utah Highway Patrol. Three troopers were selected for this new program that were geographically located throughout the state. Ryan Bauer was selected as a handler in Cedar City, Utah. Bruce Pollei was located along the Wasatch Front in Tooele, Utah. Jeff Chugg was chosen as a handler in the Uintah Basin.

By the spring of 2002, this program was so successful in criminal apprehension and drug interdiction, the K-9 unit was expanded. High Intensity Drug Trafficking Area (HIDTA) federal funding provided enough money for six additional canines and handlers. At that time Todd Hull, John Sheets, Sanford Randall, Rodney Elmer, Russ Whitaker, and Marc Nichols were selected as handlers, with Sergeant Ken Purdy as the K-9 coordinator. Sergeant Purdy’s duties included; officer selection, location coordination, training – both for dog and trooper, veterinarian expenses, health records, equipment and food purchases. In 2005, Sergeant Purdy left the patrol. Todd Hull was promoted to sergeant to fill this position.

In 2006, the 11th K-9 was added to the patrol. This K-9, however, was designated and trained to be an explosive detection K-9. Trooper Dan Huber was selected as the handler over the explosive detection K9.

In 2010, the UHP K-9 program continues to operate 11 K-9 units, of which 10 are dual purpose trained for apprehension and narcotics detection. The handlers are Jared Withers, Charlie Taylor, Steve Salas, Cole Douglas, Dustin Livings-ton, Todd Hull, Jason Jenson, Chamberlain Neff, Neil Ekberg, Jimmie Banks, and Roger Daniels.

Other handlers who have been part of the UHP K-9 program include Trent Lindstrom, Lance Christensen, Rob Nixon, Dave Moreno, Nick Bowles, Brad Zeeman and John Bates.

From the beginning, one of the greatest assets to the UHP K-9 program came from Wendell Nope. Hired by the Utah Department of Public Safety in 1989 as the Peace Officer Standards and Training (POST) K-9 Training Supervisor, Nope is nationally and internationally recognized as an expert in the police K-9 field. He was immensely involved in the selection, training and certification of the dogs and officers.

Another invaluable asset to the UHP K-9 program is Ken Wallentine. As a former Utah police officer and canine handler, prosecuting attorney, civil litigator, police administrator and currently serving as Chief of Law Enforcement for the Utah Attorney General, Ken has authored numerous publications that are recognized nationwide, including: K9 Officer’s Legal Handbook (2009). He is a member of the Scientific Working Group on Dog and Orthogonal Detector Guidelines, associated with the Department of Homeland Security and the Federal Bureau of Investigations. His monthly legal updates (Xiphos) are utilized nationwide by prosecutors and police officers.

To date, none of the UHP K-9s have been killed in the line of duty. However, there have been numerous incidents where the handler’s life has been protected by the dog.
I-15 Luge

Beginning in May 1997, the Utah Department of Transportation (UDOT) in conjunction with Wasatch Constructors reconstructed Interstate I-15 in Salt Lake City County. This $1.59 billion project included widening the existing freeway to six lanes in each direction, as well as constructing 135 bridges, 190 retaining walls, 41 sound walls and the relocation of frontage roads and local streets along the corridor. The reconstruction of 186 lane-miles of I-15 between 600 North and 10600 South, was the single largest project ever undertaken by the state of Utah and the largest single design-build highway contract in the United States. This project was completed ahead of schedule and under budget, July 2001 in time for the 2002 Winter Olympic Games.

This project provided for the construction of an extensive region wide advanced traffic management system. Traffic volumes ranged from about 140,000 vehicles per day at the south end of the project to almost 200,000 vehicles per day near the north end. To accomplish this a design-build decision was made to minimize the period of severe traffic congestion resulting from the diversion of more that half of the traffic from I-15 during the construction period. The end result became known as the I-15 luge. Large concrete barriers channeled two lanes of traffic through construction zones. There were no emergency lanes and few places to pullover in the event of an emergency.

Troopers were ordered to keep the traffic moving. Accidents that were movable were immediately moved. Stalled vehicles were immediately towed. Major accidents often plugged the entire system. Motorists soon learned that despite the many construction speed limit signs and warnings that fines double in construction zones, troopers were not to stop vehicles under any circumstances. The end result was a conglomerate of motorists, many driving responsible, while others were seemingly oblivious to the dangers of speeding, tailgating and cutting in-and-out of two narrow, windy lanes of traffic.

This massive construction project did provide many hours of overtime for troopers assisting with lane closures and traffic management. After the I-15 luge, troopers felt they could handle any problems the Olympics had to dish out.

ASP

The Utah Highway Patrol was first issued a wooden baton in 1967. This 26-inch natural wood baton had a hole drilled through the handle. A leather thong passed through this hole and formed a loop that attached around an officer’s wrist. This thong was later replaced with a rubber grommet. A baton ring was also standard issue for the duty belt and was worn on the opposite side of the duty weapon. When slid into the baton ring, the rubber grommet held the baton in place. This baton was secured in the patrol car with two rubber grommets attached to the floor of the patrol car, between the driver’s seat and door. This made the baton easy to retrieve in the event the trooper felt it was necessary.

Following this survey, the UHP Administration authorized the transition to the ASP steel collapsible baton. ASP certification training was completed the following year and all wooden batons were retired by 1998. Uniformed personnel were issued 25-inch ASPs, while non-uniformed troopers and agents were given the option of a 20-inch ASP.

In 2001, wooden batons were issued to the Mobile Field Force as they trained for crowd control in preparation for the 2002 Winter Olympics. These 32-inch riot batons and are used much differently than a patrol baton or an ASP.

Meth

The use of meth-amphetamines (meth) and the production of meth by homegrown cooks was epidemic by 1998. During this period of time, the Utah Division of Investigations / Criminal Investigations Bureau (CIB) operated the Clan Lab Team – Certified by DEA to investigate, enter, and dismantle meth labs.

The DPS Clan Lab Team responded to more than 320 labs
in just that year. The production of meth by local cooks continued to raise until the September 11, 2001 (911) terrorist attacks on the United States and much of the country’s focus from the war-on-drugs shifted to the war-on-terrorism.

Between 1998 and 2001, funding for the cleanup of the labs continued from the federal government and the DEA. However, the responsibility for investigating and dismantling the labs shifted from the Clan Lab Team to the local city and county agencies investigating the labs. During this transitional period, these agencies were provided with training, certifications, and the safety equipment to process the labs on their own.

During this time, the Utah Department of Public Safety shifted their focus to precursors. Precursor are the ingredients necessary to make illegal drugs. Many precursors are legal to own but generally would not be purchased in large quantities, unless for the manufacture of illicit products. CIB’s Narcotics Division received funding for a specialized unit called the “Precursor Squad.” The Precursor Squad included six full time officers whose mission and focus was to prosecute the illegal possession or sale of precursor chemicals used to manufacture methamphetamine as well as to educate the public and retailers about the epidemic and the new state laws. Agents from the Narcotics Division were used to fill these assignments. The unit commonly used undercover operations, stings and raids as a means of targeting retailers who were illegally selling precursor chemicals.

At this time, the Utah legislature also enacted laws that limited the amount of otherwise legal precursors an individual could purchase or possess at one time. These limits prohibited the sale of more than personal use (two boxes) of household cold medicines that contained ephedrine, one of the main ingredients used to cook meth. Another easily purchased precursor at the time was crystal iodine. This too is now regulated by state law.

In the years following 911, there were many reports in the media stating that clandestine meth labs were on the decline. This decline was a direct result of the emphasis law enforcement in Utah and specifically the Utah Department of Public Safety had placed on stopping this epidemic.

In 2004 there were organizational changes within State Bureau of Investigations (SBI) in regards to the narcotics division. Within the year SBI ceased manning the Precursor Squad. Since that time, the discovery, investigation and prosecution of meth labs has waned and no longer holds Utah law enforcement’s attention like it once did.

**Manhunt in Southern Utah**

On May 28, 1998, Cortez, Colorado Police Officer Dale Claxton stopped a stolen water truck for a minor traffic violation. As the stolen vehicle rolled to a stop, three suspects immediately jumped from the vehicle and sprayed Officer Claxton’s vehicle with automatic fire from AK-47 assault rifles. Claxton was shot 29 times and died instantly still sitting in his patrol car.

The suspects then drove several miles before abandoning the stolen water truck and car jacked at gunpoint a flatbed truck. Within minutes the suspects fired upon Montezuma County Sheriff’s Deputy Jason Bishop. Bishop was wounded in the back of his head. He lost consciousness and his cruiser crashed. Minutes later the suspects fired upon Colorado State Patrolman Steve Keller. The hail of bullets from the
The Utah Highway Patrol implemented a rifle policy in 1990; however, troopers were required to provide their own rifles and all ammunition. In 1995, the UHP purchased 250 surplus M-14 rifles in .308 Winchester. Still many troopers preferred to carry their own AR-15s in .223 caliber. In 1998, one of the largest manhunts in U.S. history proved the need for the more powerful .308 caliber.

state employee from more than a mile away with a high-powered rifle. San Juan County Deputy Sheriff Kelly Bradford responded to the area and was shot twice and seriously wounded. His ballistic vest may have saved his life. Another officer arrived and pulled him to safety.

Mason was found dead a week after the Cortez shootings. He appeared to have died from a self-inflicted gunshot to the head. The search for Pilon and McVean continued for over two months. With no further leads, the active search was discontinued. Some speculated the two had escaped. Still others believed these wilderness survivalists had the ability to survive for months in the desert. Pilon’s skeleton turned up 17 months later – found by hunters. A single gunshot, at close range to the head was determined to be the cause of death. But not sign of McVean...

Until June 5, 2007, when hikers found human bones along with a rusty AK-47, about 500 rounds of ammunition, five pipe bombs, a bulletproof vest, a camouflage backpack and survival equipment. The cause of death was later determined to be a single gunshot, at close range to the head. DNA results confirmed the body was that of McVean, adding closure to this 9-year-old case.

In 1999, Utah became one of 22 states and territories to offer a police training and certification program known as Police Corps. Funding was provided through the Department of Justice, Office of Justice Programs (OJP) and was part of the Violent Crime Control and Law Enforcement Act, commonly called the Ominous Crime Bill of 1994. The Po-
lice Corps was designed to address violent crime by helping city, county and state police department increase the number of officers with advanced education and training assigned to community patrol. Participants were required to have a baccalaureate degree from an accredited university of college prior to entering the Police Corps. This program paid for the Police Corps training plus supplemented an officer’s wages by $10,000 a year for the first four years of service. In addition, officers were reimbursed their education expenses up to $7,500 per year, up to four years. Upon graduation of the 17-week academy, officers were required to sign a four year term-of-commitment with the agency that hired them.

Lieutenant Ken Betterton served as training coordinator with Captain Steve Rapich, director of the Utah Police Corps. The first Utah Police Corps graduated 26 officers on December 23, 1999. These officers were employed by West Jordan Police Department, Sandy Police Department, Salt Lake County Sheriffs’ Department, Parks and Recreation Law Enforcement Division, West Valley Police Department, Utah Highway Patrol, Division of Wildlife Resources, Layton Police Department, Salt Lake City Police Department, Weber County Sheriffs’ Department, and Utah State University Police Department.

By the end of 2004, the Utah Police Corps had completed eight sessions with 168 cadets graduating. Cadets had participated from Utah, Arizona, Nevada and Connecticut. The program ended the following year with the suspension of federal funding and the resending of many portions of the 1994 Ominous Crime Bill.

**Eradication**

During the late 1980s and into the mid 2000s, the Utah Department of Public Safety, the Criminal Investigations Bureau (CIB) and the State Bureau of Investigations (SBI) coordinated a marijuana eradication program. This program distributed federal funds and provided resources to local, county and state agencies to locate and eradicate indoor and outdoor grows. A statewide 1-800 hotline was established for the public to provide information for law enforcement to investigate. Citizens were paid a reward for providing credible information that lead to arrests. SBI also sponsored and conducted a weeklong marijuana eradication training program for law enforcement agencies. During the late 1980s Utah Division of Investigation Lieutenant Jay Averett acted as the Erad Coordinator. Subsequent
Erad Coordinators in the 1990s and 2000s include; Kim Hall, Mike Nepolis, Al Acosta and Kim Kavanagh.

During October 1998, a hunter scouting for moose in Emigration Canyon stumbled into a marijuana grow and an armed individual - protecting the site. The hunter quickly backtracked out of the area and reported the incident to SBI Agents. Within 24 hours, SBI Agents located and arrested four illegal aliens, conscripted to work and protect the grow. This particular garden and an associated grow in Lambs Canyon yielded over 6,800 mature plants. Because of the particularly difficult terrain where the grow was located, Lieutenant Gil Garcia made the decision to burn the plants at the site. This decision ruffled some feathers with the Salt Lake office of the Bureau of Land Management, since a burn permit had not been filed or granted by the BLM.

Between 1998 and 2001, SBI conducted a successful marijuana eradication class, which was well attended by various cities, county, state and federal law enforcement agencies. The curriculum included land navigation, marijuana garden identification, rappelling, raid operations and aerial observation and identification of grows as well as elements of the prosecution of the growers. Officers also received training regarding the dangers associated with these investigations.

Between 2003 and 2005, the eradication programs focused more on in-door grow operations than outdoor grows. Since 2005, the eradication program has focused more on support and response to grows as opposed to detection, training, and proactive efforts to find grows. In these later years, the program has utilized the Utah DPS SERT team as an integral element of the program.

In 1998, Robert Kirby, a former police officer and columnist for the Salt Lake Tribune, approached the Utah Highway Patrol Association with an idea to memorialize troopers that had been killed in the line-of-duty. In 1999, the UHPA began erecting memorial crosses for the one patrolman and 12 troopers that had made the ultimate sacrifice. Eventually, a 14th cross was erected for Trooper Chuck Warren, shot and permanently disabled in 1969. The 12-foot white metal crosses include a beehive, the name of the trooper and the date of the incident. They are placed at strategic locations throughout Utah. Some are located on private property, several others on government property adjacent to Interstate freeways or state office buildings. Where possible, the location chosen is the exact spot where a trooper had been killed. All crosses were constructed with private donations. Furthermore, the families of all officers killed were given the opportunity to choose between a white cross, a Star-of-David, or no marker at all. All families chose to place a white cross.

In 2005, the American Atheists, Inc., filed suit in federal court alleging that the use of the cross on government property violates the establishment clause of the First Amendment, prohibiting the state’s endorsement of one religious belief over another. Named as defendants were the Utah Highway Patrol, the Utah Department of Transportation, the Department of Administrative Services, the Division of Facilities Construc-

**Marijuana Eradication - 1998**

(standing left to right) Trooper Steve Pelton, Agent Steve Helm, Sergeant Bruce Clayton (kneeling) Agent Troy Denney, Agent Dave Bennion and Agent Troy Marshall.
tion and Management – Department of Administrative Services and the Utah Highway Patrol Association. Attorneys for the state and the Utah Highway Patrol Association defend the crosses’ use, stating that they transcend traditional Christianity to symbolize death and remembrance.

In 2007, U. S. District Judge David Sam ruled that the memorials convey a secular, nonreligious meaning and do not violate the U.S. Constitution. Sam also pointed out that because most of the deceased troopers were members of The Church of Jesus Christ of Latter-day Saints, a faith that does not use the cross as a symbol, the memorials couldn’t be construed as promoting religion and were merely markers of death.

In 2008, the American Atheists appealed to the 10th U.S. Circuit Court of Appeals in Denver. They were joined by two groups; the American Humanist Association, the Society for Humanistic Judaism and the Unitarian Universalist Association. The second came from the Americans for Separation of Church and State, the Anti-Defamation League, the Hindu American Foundation, the Interfaith Alliance Foundation, the American Humanist Association and the Unitarian Universalist Association. The second came from the Americans for Separation of Church and State, the Anti-Defamation League, the Hindu American Foundation, the Interfaith Alliance Foundation, the Union for Reform Judaism and the recently retired Eugene Fisher, who for three decades was in charge of Catholic-Jewish relations for the United States Conference of Catholic Bishops.

Oral arguments were held before the 10th U.S. Circuit Court of Appeals in March 2009, and more than a year later, a ruling has yet to be made. This case is a major case with many implications. In particular, the thousands of white crosses marking the graves of fallen American soldiers during war, located on government property.

In 2010, the U.S. Supreme Court heard Salazar vs. Buono, respected the placement of a cross on federal land in the Mojave National Preserve in 1934, by the Veterans of Foreign Wars to honor American soldiers who died in World War I. Buono filed suit alleging a violation of the First Amendment’s Establishment Cause and sought an injunction requiring the Government to remove the cross. On April 28, 2010, the U.S. Supreme Court ruled the 17-foot white metal cross placed on top of a rocky outcrop and visible for miles was not unconstitutional and could remain.

In a 5-4 decision and writing for the majority opinion, Justice Anthony Kennedy wrote, “A Latin cross is not merely a reaffirmation of Christian beliefs,” Kennedy added, “It is a symbol often used to honor and respect those whose heroic acts, noble contributions and patient striving help secure an honored place in history for this nation and its people.”

Kennedy further stated, “The goal of avoiding governmental endorsement does not require eradication of all religious symbols in the public realm. A cross by the side of a public highway marking, for instance, the place where a state trooper perished need not be taken as a statement of governmental support for sectarian beliefs. The Constitution does not obligate government to avoid any public acknowledgment of religion’s role in society.”

Regarding the UHP cross lawsuit, both sides argue that this ruling reinforces their case. This case is still pending before the 10th U.S. Circuit Court of Appeals. History is still being written regarding the UHP memorial crosses.

**Shots Fired – Officers Down**

December 17, 1999, Utah Highway Patrol Sergeant Steve Esplin was riding with Trooper Gordon D. Mortensen. Patrolling I-15 near Fillmore, they stopped a northbound SUV with Colorado plates for dark tinted windows. Trooper Mortensen measured the light transparency at 17%, a violation of Utah law. Returning to his patrol car, he ran the driver and license plate as he began writing a warning notice. Cedar City dispatch came back with 17 counts of Child Sexual Abuse felony warrants from Littleton, Colorado. Mortensen asked dispatch to check with Colorado to see if they would extradite.

During this time, the driver of the SUV pulled a loaded Glock .45 ACP and lay it on his lap, along with a spare magazine. He then began to write to his parents, “I know I have hurt people, but not on purpose, except at the end. Do what you want with the body – it’s empty now.”

Seeing it was taking longer for the officers to return he continued, “Now the police are here and ready to come in so I must prepare. Again I love you and don’t be sad or sorry for
Trooper Paul Mitchell heard dispatch notify Mortensen regarding the felony warrants and arrived for backup. Trooper Rod Elmer and Millard County Deputy Sheriff Scott Corry also responded for backup.

Matt continued to write, “They know I am in here, and I know they are out there. I know what I have for them and they do not. That is that. Ain’t nothing but nothing.”

Seeing the officers were not coming Matt wrote, “Here we go. I still love you mom and dad family and friends. Matt. Sorry to you all, I am selfish I know. Bye.”

Dispatcher’s voice broke the long silence, “Littleton confirms that all warrants are valid. They will extradite.”

Gordon looked at Steve, “Let’s go get him.”

Trooper Mortensen approached the left side of the vehicle and Sergeant Esplin the right. Knowing the warrants were for sexual abuse of a child presented no red flags of violence – besides, there was plenty of backup. The driver’s window was only down about four inches. Trying the door handle, Trooper Mortensen found it locked. Staring straight ahead the driver simply stated, “I’m not going.” then rolled the window up.

Fearing the driver would simply drive away, Trooper Mortensen pulled his ASP, a steel collapsible baton. He did not extend the ASP but simply struck the window with the tip – it did not break.

As Sergeant Esplin heard the driver respond that he was not going, he drew his Beretta. The driver responded by drawing his Glock, placed it next to the driver’s window and touched off the first round.

As Trooper Mortensen struck the window with a second blow, the window exploded as the bullet from the Glock passed through and into Mortensen’s left shoulder. The .45 Hydrashock passed through the shoulder, missing all vital nerves and bones – but temporarily disabling the arm. Trooper Mortensen thought he had been shot by Sergeant Esplin.

Sergeant Esplin saw the silhouette of the gun and began to shout, “GUN!” Before the words escaped his lips Trooper Mortensen was shot. The driver immediately swung the muzzle to Sergeant Esplin and fired. The .45 Hydrashock passed through the passenger window, tearing off a portion of the jacket and entered Sergeant Esplin’s right rib cage. The partial jacket of the deformed bullet struck a notebook in his right shirt pocket, nicked his nipple, and exited his shirt under the armpit.

Sergeant Esplin instinctively returned fire as he moved backward and to his left. The slide of the double-action-only Beretta moved like greased lightning. Within two seconds, Sergeant Esplin had emptied the high capacity magazine. Thinking he had a malfunction, Esplin looked down at the weapon, now at slide-lock. Reaching for a second magazine, he only then realized he had been shot. Feeling little pain at the time of the shooting, he described the following intense pain as, “A white hot poker, shoved through my chest.”

Backup officers were unable to shoot due to the dark tinted windows and the fact that both Mortensen and Esplin were in the direct line of fire. Trooper Mortensen moved forward and out of the line of fire, as Sergeant Esplin’s .40 S&W rounds plummeted through the suspect and exited the left side of the vehicle.

Matt world was a cacophony of explosions, smoke and flying glass. One of Sergeant Esplin’s .40 Federal Tactical rounds went through his right check, another entered through his right rear shoulder and penetrated completely through his body, cutting major arteries in the process and coming to rest in his left shoulder. Another round struck the rib cage, destroying the heart, lungs, and a major arterial system. Matt knew it was over and quickly twisted the Glock, jammed the muzzle under his chin and pulled the trigger. He never felt the last round from Sergeant Esplin’s Beretta, enter the rear of his right hand and lodge into the grip of the Glock.

The total elapsed time from Matt’s first shot to Sergeant Esplin’s final shot was 2.5 seconds. The entire incident recorded on video was utilized for UHP In-Service Training for the next year.

Trooper Gordon Mortensen and Sergeant Steve Esplin both survived their injuries and both returned to duty.
### A New Millennium

#### 2000 – 2010

**2000**  
Lieutenant Thomas Rettberg, Aero Bureau helicopter pilot, is killed, February 11, 2000. The department authorizes an Olympic badge to be worn until the conclusion of the Salt Lake City 2002 Winter Olympics.

**2001**  
Robert Flowers is appointed Commissioner of Public Safety and Scott Duncan as Colonel of the UHP. Mobile Field Force (MFF) equipment and training is given to all members of the department, plus a UHP mounted patrol is implemented in preparation for the 2002 Winter Olympics. The DPS Dive Team is organized. The UHP implements a Criminal Interdiction Team. The department issued firearm is changed to the Glock 22 40 S&W. The Aero Bureau begins operation of two Eurocopter AS 350 B2 Astars complete with FLIR and Night-Sun.

**2002**  
Utah hosts the 2002 Winter Olympic Games. The Utah Highway Patrol is again selected the Best-Dressed Police Agency in the nation – having first won the award in 1982.

**2003**  
The Utah Highway Patrol contracts with Salt Lake Community College for law enforcement services at the Redwood and South City campuses.

**2004**  
The Utah Highway Patrol and the Utah Department of Transportation (UDOT) join forces to promote traffic safety with Slow Down Move Over plus Fatigued or Drowsy driving campaigns. Honorary Colonel Larry H. Miller funds a new Police Academy.

**2005**  
Tasers are issued to UHP personnel. The Utah Department of Public safety assists with Hurricane Katrina refugees displaced from New Orleans, Louisiana.

**2006**  
Scott Duncan is appointed Commissioner of Public Safety and Lance Davenport as Colonel of the UHP. The UHP begins purchasing Dodge Chargers. The UHP and UDOT are sued by the American Atheists over the placement of memorial crosses.

**2007**  
Honorary Colonel Don Ipson places 14 memorial crosses, visible for I-15 at Hurricane, Utah. The Utah Highway Patrol Association and Honoring Heroes Foundation donate $20,000 to the Utah Law Enforcement Memorial under construction at the capitol.

**2008**  
The new Law Enforcement Memorial is dedicated on the west Capital grounds.

**2009**  
40 UHP troopers travel to Washington D. C. to assist with the Inauguration of Barrack Obama. Lance Davenport is appointed Commissioner of Public Safety and Daniel Fuhr is promoted to Colonel. Colonel Fuhr implements a 12-hour workday for troopers.

**2010**  
The Utah Highway Patrol expands law enforcement services for Salt Lake Community College to the Meadowbrook Campus. The Utah legislature makes significant changes to the Utah State Public Safety Retirement System. Budget problems plague the UHP. The Utah Highway Patrol authorizes a 75th Anniversary Badge to be worn during 2010 only. The Utah Highway Patrol Association celebrates 75 years since the UHP received full-police authority.
Lieutenant Thomas Rettberg  
February 11, 2000

Tom Rettberg’s life was one of service. Following four years in the U.S. Navy, Tom served 10 years at the Tooele Army Depot. It was at this time that he completed fixed-wing flight training and became an instructor at the Lehi Airport. Tom also served as a volunteer for the American Fork Ambulance, as a member of the American Fork Chapter of the United States Junior Chamber (Jaycees) and with the Provo Council of the Knights of Columbus.

Tom joined the Utah Highway Patrol in 1975, and was assigned to the Echo Port of Entry. Following one years service at that assignment, Tom transferred to field operations in Weber County. After two years of service in Weber County, Tom transferred to the UHP Aero Bureau as a fixed wing pilot.

In 1979, Tom left the Utah Highway Patrol to serve as a pilot for the Division of Wildlife Resources. He later joined the Utah Department of Transportation Aeronautics Division where he had the opportunity to fly several Governors. Tom returned to the UHP Aero Bureau in 1985. Following the acquisition of the first UHP helicopter in 1988, Lieutenant Tom Rettberg, Sergeant Doyle Thorne and Captain Mike Royce completed rotor-wing certification from Army Flight Instructor, Mike Magonagle, Fort Rucker, Alabama.

Following the death of Sergeant Doyle Thorne in 1994, UHP Administration recognized the need of a more powerful helicopter. The remaining lighter and more maneuverable OH-6 Cayuse helicopter was traded to the West Virginia State Police for a larger and more powerful Bell OH-58 Jet Ranger. In 1998, a second Bell OH-58 Kiowa was acquired from the Montana National Guard. Manufactured by Bell Helicopter in 1971 for the military, this aircraft was retrofit to Federal Aviation Administration – FAA civilian standards and therefore labeled a Jet Ranger. This turbo powered aircraft was designated N7UT. A third Bell OH-58 was acquired for spare parts and flown by Tom and two military pilots from Fort Rucker Alabama to Utah.

Tom flew hundreds of surveillance flights, search and rescue missions and drug interdiction, plus he was an accomplished buffalo herder on Antelope Island. According to DPS records, Lieutenant Rettberg had logged 9,655 hours of flight with 1,313 of that time in helicopters, with 937 hours in turbine powered helicopters. According to Captain Mike Royce, Tom had the ability to make serious missions successful and routine flights very interesting.

In an interview with the Deseret News in 1999, Lieutenant Rettberg said that in 1968 he had a fear of heights and a $5 coupon for flying lessons in his pocket that he used to conquer that fear. Tom stated, “I like helping people and trying to get them out of trouble.” He then added, “It

brings out my flying juices. You are always in the hope that you are going to find them alive.”

On January 19, 2000, Lt. Rettberg flew OH-58, N7UT to the Skypark Airport, Woods Cross, Utah for routine maintenance, to adjust the fuel control rigging and repair a leaking freewheeling unit. Upon completion of this service, Rettberg returned February 11th and met with helicopter mechanic Thomas Bahoravitch III. Tom and Bahoravitch took the helicopter up for a test flight and to conduct a functional check of the freewheeling unit, known as an autorotation maneuver required by the FAA, to simulate an emergency engine failure in a helicopter. During this maneuver, the power is cut to the engine and a controlled descent is accomplished by adjusting the pitch of the blades. It was during this procedure that the main blades slowed almost to a stop, the aircraft spiraled to the left, nosed down and crashed, killing both Rettberg and Bahoravitch.

Lieutenant Rettberg’s funeral was attended by more than 1,300 officers from throughout Utah and the United States. The funeral was held at the Cathedral of the Madeline, Salt Lake City, Utah. Following the funeral UHP Honor Guard performed taps and a 21-gun salute, including a flyover by Salt Lake County Sheriff’s Aero Bureau, AirMed and Life Flight. These services were performed in front of the Cathedral of the Madeline because Tom was cremated and his ashes scattered across the eastern slopes of Mount Timpanogos. Lieutenant Tom Rettberg was survived by his wife, Frances and three daughters.

Family of Lieutenant Tom Rettberg
POST Memorial Dedication, May 3, 2007
(left to right) Tony Wood, Department of Wildlife Resources, Polly Rettberg (daughter), Summit County Sheriff’s Office, Brandi Webb (granddaughter), Gold Cross Ambulance, Nathan Webb, Uintah County Sheriff’s Office.

Change in Command
Robert L. Flowers

In January of 2001, Governor Michael Leavitt appointed St. George Chief of Police Robert L. Flowers Commissioner of the Utah Department of Public Safety (DPS). As the 9th Utah DPS Commissioner, Flowers was not new to the department; however, he was the first Commissioner that came from inside the Department of Public Safety. He began his career with the Utah Highway Patrol in 1978 as a trooper and served in the Tooele area. He left in 1981 to accept a position with the California Highway Patrol. Flowers returned to the UHP in 1984 as a trooper in Rich County. For there he transferred to Utah Peace Officer Standards and Training as a Training Supervisor in 1988. He was later promoted to sergeant 1990 Cedar City, Utah and lieutenant 1993 also at Cedar City, Utah. Serving as Lieutenant at Cedar City, Flowers retired in 1997 and accepted the position as Chief of Police, St. George, Utah.

One of Commissioner Flowers most immediate and pressing issues was preparing for the 2002 Winter Olympic Games. Flowers served as the chairman of the Utah Olympic Safety Command for the 2002 Winter Olympic Games. The Olympic Command had the responsibility for coordinating and directing the efforts of over 11,000 public safety personnel from more than 40 local, state, and federal agencies.

In 2005, Governor Jon Huntsman reappointed Flowers as Commissioner. During his 6-years as Commissioner, Flower’s accomplishments included:

1. 2002 Winter Olympic Games security following the Sep-
September 11, 2001 terrorist attacks on the United States.
2. Expanding Aero Bureau capabilities with the purchase of two AS 350 B2 Astar helicopters.
3. Creation of the Homeland Security Division
4. Enhanced training requirements for sergeants and lieutenants
5. DPS response to major flooding and fires in southern Utah
6. Building a new police academy on the Salt Lake Community College campus in Sandy
7. Incorporation of Peace Officer Standards and Training and Department of Corrections, Law Enforcement Training into one facility
8. Expanded participation of DPS personnel in task forces and working with Federal Agencies such as the Federal Bureau of Investigation (FBI) and U.S. Immigration and Customs Enforcement (ICE).
9. Remodeling and updating the state crime lab
10. DPS Dive and Rescue Team
11. Expanding the roll of the Utah Highway Patrol to include law enforcement services for Salt Lake Community College.

In 2007, Robert Lee Flowers was appointed Director in Region VIII of the Department of Homeland Security’s Federal Emergency Management Agency (FEMA), Denver office. During his time with FEMA, Flowers led the agency’s response to several events across the region, which included flooding in North and South Dakota, along with fires in Montana, Utah, and Colorado. Additionally, Flowers was selected to serve as a Principle Federal Official by the Secretary for the Department of Homeland Security in preparation for a pandemic flu response. Flowers left FEMA as his appointment expired when a new President of the United States was elected.

Flowers holds a Master’s in Homeland Defense and Security from the Naval Post Graduate School (Monterey, California) and a bachelors of science from the University of Utah. In 2008, Flowers accepted the position as Public Safety Director, Ivins, Utah, where he resides to this day.

Scott Duncan

In January 2001, Scott Duncan, Director of the State Tax Commission’s, Motor Vehicle Enforcement Division was appointed 15th Colonel of the Utah Highway Patrol. Scott began his law enforcement career in December 1976 as a trooper with the Utah Highway Patrol. His first duty assignment as Ogden dispatch. In July 1977, he transferred to a field assignment in Davis County. In 1979, he transferred to Juab County where he worked until being promoted to Sergeant in the Wendover Port of Entry in 1983. Later that same year, he transferred to field sergeant Cedar City. He was promoted to lieutenant, section 11 (Beaver, Iron and Washington Counties) in 1986. In 1991, he was activated by the National Guard and served in Germany during the Persian Gulf War. Upon his return home in June 1991 he was transferred to headquarters as the lieutenant over Motor Carrier Safety. In 1993 he was promoted to captain and in 1996 he was transferred to CIB Criminal Investigations Bureau. As a captain he ran the department’s criminal investigations,
hazardous materials and capitol security units. He retired from CIB/UHP in January 1999 to become the Director of the Motor Vehicle Enforcement Division of the Utah State Tax Commission.

Scott graduated from Southern Utah University with an associated degree in Police Science in 1986; a Bachelors Degree in Political Science in 1990 also from SUU; and he received a Masters Degree in Public Administration from BYU in 1995. He graduated from the FBI National Academy (Session 182) in 1995. Scott began teaching Criminal Justice course for Columbia College after earning his Masters degree.

On August 1, 2006 Scott was appointed the 10th Commissioner of Public Safety by Governor Jon Huntsman Jr., following Robert Flowers resigned to serve as regional director of the Federal Emergency Management Agency in Denver. At that time he appointed Lance Davenport, Colonel of the UHP. During his administration Commissioner Duncan instituted a program known as freedom based performance. The freedom-based environment was meant to change the performance management system 180 degrees from a “control-based environment.” The primary difference being that troopers were given as much information as possible (real-time) as to what is causing crashes in their areas—then they set goals to address those causes based on their strengths and talents. Fatal crashes in Utah have trended downward every year since it was implemented, even though traffic flow has increased.

In 2009, Commissioner Duncan retired from law enforcement. Scott’s father, Bill Duncan served 27 years with the Utah Highway Patrol, retiring as a Captain in 1984.

**Aero Bureau Acquires Two New Birds**

On May 24, 2001, the Aero Bureau placed into service two Eurocopter AS 350 B2 Astar helicopters. Purchased from the Salt Lake County Sheriff’s Department, the Astars have more than twice the engine performance of the Bell OH-58 Jet Rangers. The Astars operate safely at extreme altitudes and carry much larger loads. The aircraft came equipped with FLIR – thermal imaging, Nightsun, 800Mz radio and a law enforcement configured cockpit. All the helicopters needed before entering state service was painting them in the Utah Highway Patrol’s colors, dark brown with gold stripping and adding the beehive. Combined with night vision goggles, these new helicopters have been utilized statewide, 24-hours per day for search and rescue, criminal investigation, fugitive apprehension, marihuana eradication, and natural disasters – flooding and fires.

Pilots at this time included Captain Steve Rugg, Lieutenant Steve Biggs and Sergeant Terry Mercer. Steve Rugg left the Utah Department of Corrections and joined the Utah Highway Patrol shortly after the death of Sergeant Doyle Thorne in 1994, and the acquisition of two Bell OH-58 Jet Rangers. He gained valuable experience flying these aircraft, along with Mike Royce and Tom Rettburg.

With 20,000 hours of flight time, Steve Biggs left the Utah State Division of Wildlife Resources and joined the Utah Highway Patrol in 2000, to fly the department’s Baron, a twin-engine fixed-wing airplane.

Having served 25 years as a Navy helicopter and fixed wing pilot, Terry Mercer joined the Utah Highway Patrol in 1992. After serving seven years as a trooper in Davis County, Mercer transferred to the Aero Bureau in 2000. Terry was training in the OH-58s and then transitioned to the Astars.

Following the U.S. terrorist attacks on September 11, 2001, the Astars played an important homeland security role for the 2002 Winter Olympic Games. Based in Salt Lake and Heber, the aircraft performed numerous security missions before and during the games.

In 2004, Captain Steve Rugg was activated by the Utah National Guard for service in Afghanistan. A former Astar
pilot with the Salt Lake County Sheriff’s Department, Kent Harrison was hired to fill the void. He brought to the job extensive experience and an enthusiasm for flying. As a part-time pilot, he plays a key role for the Aero Bureau to this day.

Another key component of the Aero Bureau has been its volunteer observers. Usually UHP troopers, they have been trained in the operation of the FLIR, visual search, surveillance, coordinating with ground elements, dismounting the helicopter and marshalling passengers. Observers that have served on the Astar include Kim Kavanagh, Troy Denney, Steve Helm, Stan Olsen, Rob Jack, Clark Lund, Steve Manful, Scott Pruden, Chris Newlin, Troy Giles and Aaron Beesley.

In recent years the amount of fixed-wing flying decreased while the helicopters continued to expand their roles. Even though the Baron continued to prove its worth during rapid transport of key personnel, interstate extraditions, and carrying famous criminals such as Warren Jeffs, budget constraints led to its demise. After nine years of dedicated service, Steve Biggs retired in 2009 and the Baron was sold soon after.

Terry Mercer retired in April 2010, and thus the search is on to hire a new full-time helicopter pilot.

In 2010, the Aero Bureau finds itself on a restricted budget due to the economic climate, but still able to provide critical support to agencies around the state. A proven asset, it will be here for years to come meeting the needs of the citizens of the state of Utah.

**DPS Dive Team**

The Utah Department of Public Safety Dive Team was established in November 2001. The mission of the team is “to support and assist the department and other requesting law enforcement agencies with the prevention and investigation of underwater incidents.” The primary purpose of the DPS Dive Team is to support our Division of Homeland Security by providing critical information about the infrastructure of Utah’s water storage facilities and water systems.

At the time the team was established, funding was obtained through Homeland Security to purchase dive gear, highly sophisticated sonar equipment and a boat used for deployment. This sonar equipment has been used successfully on many different occasions around the state. A very important benefit to the citizens of the state is that we have also been able to assist many different law enforcement agencies by using the technology to locate and recover several drowning victims. The team also provides public information and education to local communities by providing support at events like the polar plunge, triathlon’s, sporting Expo’s, and others.

DPS Dive Team members are on-call 24/7, and ongoing training is vital to the success of the team, which continues year round. Each diver is highly skilled, and has earned several different certifications such as rescue diving, deep diving, navigational diving, night diving, etc. These skills are especially important as we respond across the state to assist other law enforcement agencies in locating a drowning victim, and making a recovery. Often times, these calls are very complicated and dangerous. Each diver must be prepared, both physically and mentally, for very difficult diving conditions.

The DPS Dive Team has been very successful throughout the years and has been recognized nationally, as well as internationally for the work accomplished. They have also been recognized by the Governor of the State, and have been presented on the floor of both the Utah State Senate and the Utah House of Representatives for their accomplishments. The DPS Dive Team is one of the leaders in the industry for their work of combining sonar technology and scuba diving. Because of the efforts of the team, many families have been able to find a sense of closure in a tragedy by having their loved one returned home to them.
Preparations for the 2002 Winter Olympics, officially known as the XIX Olympic Winter Games, began as soon as Salt Lake City received the bid June 16, 1995. The 1998 Utah State Legislature formed the Utah Olympic Public Safety Command (UOPSC) comprised of 14 local, state and federal law enforcement agencies, fire agencies, emergency medical services, Emergency Management, Public Works, the National Guard and the Salt Lake Organizing Committee. The purpose of UOPSC was to develop and implement a comprehensive public safety plan for the 2002 Olympic Winter Games. The plan was to provide safety and security to the athletes, the staff, the attendees, and residents of Utah during the Games, while also maintaining the normal level of essential public safety and services. The end result was a true partnership, with unprecedented cooperation and coordination between federal, state and local agencies and officials. Agencies coordinated security from the Olympic Coordination Center (OCC) in Salt Lake City, manned 24 hours a day. Agencies also coordinated with the Joint Information Center (JIC) located in the State Capitol.

78 National Olympic Committees sent athletes to the Salt Lake City games. The official song for the 2002 Olympics was “Light the Fire Within,” sung by LeAnn Rimes at the opening ceremony. The official theme was “Call of the Champions” composed by John Williams. Since this was the first major national event following the terrorist attacks on the United States, September 11, 2001 (911) honor guards were present from the New York Police Department and the Fire Department of New York. Flags from ground zero as well as the flag that flew at the World Trade Center site, the Challenger flag were also carried into the stadium. These Olympics were attended by President George W. Bush. This marked the first time a U. S. President opened an Olympic Winter Games held in the United States. President Bush rejected sitting with official dignitaries as was the general practice by previous heads of state, choosing instead to sit among the athletes. Mitt Romney served as President and CEO of the Salt Lake Organizing Committee.

Prior to 911, federal and state funding for security was minimal. Following 911, federal and state resources began to flow. The Office of Homeland Security (OHS) designated the Olympics a National Special Security Event (NSSE). A NSSE is an event deemed to be an attractive target for terrorists, due to the event’s visibility or political connection. A 45-mile-radius restricted flying area over Salt Lake City and all Olympic venues was in place from February 8th-24th. Aerial surveillance and radar control were provided by the Marine Air Control Squadron, Cherry Point, North Carolina. Armed soldiers of the Utah National Guard patrolled airport terminals. Salt Lake City International Airport was able to screen all baggage for explosives – one of the nation’s first airports with that capability. For the first time in a Winter Olympics, all visitors at all venues were subject to metal detectors (nearly 1,000 of them). Biometric scanners were used to identify athletes and officials, allowing them to enter sensitive areas while keeping others out. Strategically placed cameras recorded visitors’ movements. Portable X-ray equipment was used to inspect any mail that appeared suspicious. Vehicles were prohibited from approaching the outdoor and indoor venues and other selected buildings beyond a 300-foot perimeter. Officials were designated by color of jacket: police – yellow, medical – red, field of play (judges, statisticians, hill groomer, etc.) – green, and general (transportation, press, etc.) – purple. Movement into

2002 Winter Olympic Games law enforcement coats were yellow with reflective and black trim. (left to right) Sergeant Shawn Judd, Deputy Commissioner Verdi White, Commissioner Robert Flowers, Governor Mike Leavitt, Deputy Commissioner Earl Morris, Trooper Scott Reynolds.

XIX Olympic Winter Games

Troopers Red Whiting and Jacob Cox
any sensitive area required official Olympic credentials, that were color coded, contained an accreditation number, were computer bar coded and zone access coded. Other information on these credentials was name, job code, agency and photo identification.

Security was challenging since vents were held throughout northern Utah, including; Deer Valley and Utah Olympic Park (near Park City), Soldier Hollow (near Heber City), Peaks Ice Arena (Provo), the E. Center (West Valley City), the Delta Center (Salt Lake City), Park City Mountain Resort, Snowbasin (near Ogden), Utah Olympic Oval (Kearns) and the Ice Sheet Ogden. Opening and closing ceremonies were held at Rice-Eccles Stadium, University of Utah (Salt Lake City).

Utah Department of Public Safety assignments were as varied as the events and agencies providing security. An entire chapter could be written just on the many experiences of DPS personnel during the 2002 Winter Olympics.

On a lighter note, the Utah Department of Public Safety and the Utah Highway Patrol authorized the creation of 39 Olympic pins, usually in a limited production of 2002 pins. However, there were actually 41 pins sought by collectors – as two pins were released with flaws. Once the flaws were detected the remaining pins were destroyed – making these pins the most desirable.

Those that experienced the Olympics firsthand will never forget it. Most never want to experience it again. As one veteran trooper put it, “It was fun but once was enough.” In the end, no major security incidents resulted in an extremely successful Olympics.

Olympic Mobile Field Force

As the Utah Department of Public Safety (DPS) and the Utah Highway Patrol (UHP) were preparing for the 2002 Winter Olympics, funding was difficult to find. That was, until the terrorist attacks on the United States, September 11, 2001 (911). After 911, funding was not an issue. One area of concern during the Olympics was crowd control. UHP Training was charged with implementing a crowd management unit. The Olympic Mobile Field Force (MFF) was the direct result. UHP troopers and sergeants were equipped and trained in crowd and riot control along with officers from various agencies throughout Utah.

Equipment included riot helmets with face shields, chin guard and neck protection, protective Nomex clothing, torso protectors, shoulder pads, elbow pads, knee protectors, steel toed boots, shin guards, riot shields, riot batons, gas masks, padded gloves, flex cuffs and carry bag. Training involved mobilization, deployment, crowd movement, crowd dispersal, crowd containment and arrest squads.

Two Mobile Field Force arrest squads were called into action just prior to the opening ceremonies of the 2002 Winter Olympics. The news media had released the fact that President George W. Bush would be attending these proceedings. The news media published the President’s arrival time, location, travel course and planned agenda for the day.

Fortunately the Utah Department of Public Safety had infiltrated various potentially radical groups that may be planning on using the Olympics to publicize their cause. One such group was People for the Ethical Treatment of Animals (PETA). Radicals of PETA have in the past demonstrated a propensity for violence. Working undercover within PETA, agents with Utah DPS learned of two plans by PETA to intercept the President’s motorcade enroute to the Rice Eccles Stadium, University of Utah, location for the opening ceremonies.

The first plan was to stage just north of I-80 on Redwood Road. Minutes before the motorcade was to pass, PETA extremists planned to drive upon the structure, stop in the lanes of traffic, attach ropes to the structure and rappel over the side, holding a large PETA banner. This action could perceptually bring the motorcade to a stop but certainly would garner media attention. In response, a DPS MFF arrest squad, loaded in a large unmarked van, stationed just south of the I-80 structure in a parking lot just off Redwood Road. The infiltrated agent was wired with direct communications to the
MFF arrest squad team leader. When the infiltrated agent gave the appropriate signal the Mobile Field Force sprung into action. As PETA entered the structure from the north, the arrest squad entered the structure from the south. The surprised PETA members had no sooner stopped their vehicles when they were surrounded by a Mobile Field Force arrest squad dispersing from the unmarked van.

The PETA leader told the sergeant in charge, “We never got to be on television.”

The sergeant responded, “You have the right to remain silent, but you don’t have the right to be on television.”

The presidential motorcade passed without any news coverage regarding the activity on the structure at Redwood Road. The motorcade proceeded into Salt Lake City, where President Bush met with leaders of the Church of Jesus Christ of Latter-day Saints. Following this meeting the motorcade was to proceed south on State Street to 400 South and then proceed east on 400 South to the Rice Eccles Stadium. PETA extremists planned on blocking 400 South at 900 East. Again a Mobile Field Force arrest squad stationed close-by foiled their plans and again the news media was unaware of this second incident.

The Mobile Field Force was utilized at various demonstration locations but always in a standby mode for the remained of the Olympics, until the final weekend. Celebrating with emotions and alcohol, a few individuals became unruly about 11:00 p.m. Saturday night in downtown Salt Lake City. A few business windows were broken and one car was overturned. Responding officers called for the activation of the Mobile Field Force. Within minutes dozens of Mobile Field Force officers were on scene. The offending individuals were arrested and the crowd quickly dispersed. The Mobile Field Force spent the remained of that night patrolling the streets of Salt Lake City. This incident received little attention in the media.

The following night members of the Mobile Field Force were again used in a standby mode at the closing ceremonies. Following this event members of the Mobile Field Force were assigned foot-patrol in Salt Lake City and Park City. This show of force prevented any acts of violence and the 2002 Winter Olympics was deemed a huge success. Having completed its mission, the Mobile Field Force was disband after the Olympics.

UHP Mounted Patrol

In June of 2001, with the Olympics less than a year away it was decided that a mounted horse patrol was needed for crowd management and public relations during the Olympics. Lieutenant Ken Peay was slotted with the task of organizing the UHP Mounted Patrol. Other members included Paul Brown, Spencer Duke, John Ellis, Michelle McLaughlin, Bob Mouritsen, Mike Murphy, Ross Pace, Dean Rogers and Chris Williams. The department purchased bridles, pads, saddlebags, breast collars and saddles. All the leather was stamped Utah Highway Patrol or carried the beehive in a prominent position. Members of the UHP donated the horses and trailers to the unit.

The UHP Mounted Patrol trained with the Jackson Hole (Wyoming) Mounted Patrol, the Dallas Police Mounted Patrol, and the Los Angeles Police Mounted Patrol. They also participated in training with the DPS Mobile Field Force, the Utah National Guard and various crowd control units of
police agencies throughout Utah. Training included patrolling BYU and Utah football games to acclimate the horses to loud noises, crowds and bands. Training also included patrolling a concert in Tooele, Raspberry Days in Garden City and a Car Festival in Logan. Horses were subjected to loud noise from trains and firecrackers. Crowd control training included people yelling and screaming plus flying debris. When the Olympics arrived the UHP Mounted Patrol proved they were ready for any challenge.

One immediate benefit of the UHP Mounted Patrol was recognized during the Olympics when deployed at demonstrations involving People for the Ethical Treatment of Animals (PETA). Radical PETA members though nothing of throwing objects at Mobile Field Force troopers but would restrain from such attacks when troopers were horseback or deployed with K-9.

The UHP Mounted Patrol performed flawlessly during the Olympics. They represent the department well. At the completion of the Olympics the mounted patrol was disbanded and the tack was turned over to state surplus. Most of the members of the UHP Mounted Patrol purchased their equipment back from the state.

**Criminal Interdiction Team**

Over the past 25 years, Utah Troopers’ efforts in the field of criminal interdiction have been truly exceptional with dozens of troopers who have specialized in this area. In 2001, the Highway Patrol organized and implemented a full-time Criminal Interdiction Team. The team was comprised of three full time investigators and six full time troopers. The investigators’ primary responsibilities were to organize and conduct a more in-depth investigation of the seizure, thus allowing the six other troopers the ability to get back out on the road and locate more loads of drugs. The interdiction team included Lieutenant Fred Swain, Sergeants Paul Mangelson and Jeff Chugg, and Troopers Dan Altenes, Ryan Bauer, Troy Denney, Steve Helm, Ken Purdy, Steve Salas and John Sheets. Troopers Ryan Bauer and Ken Purdy were promoted to sergeants within the interdiction team shortly after it was organized.

The team operated in this fashion for two years, until 2003, when the team was relocated to Section 16, which at the time included the SERT Team, the DUI Squad and UHP Motors. Since then, the interdiction has operated as a part-time team with members of interdiction team members operating within their own particular sections but focusing on interdiction efforts.
No Front Plate

On March 14, 2002, Trooper Kelly Roberts stopped a vehicle on I-70 near Richfield, Utah for failure to display a front license plate. The driver identified himself as Patrick Daniel of Michigan. During the stop, Trooper Roberts began to suspect that the driver was involved in something illegal. As Kelly tells it, he eventually began to search the car. During the search, he looked over at the driver who was standing on the side of the road and saw that he was retching.

Feeling like he was onto something, Roberts continued his search and found a Coleman-style picnic cooler in the back seat with items inside of the cooler wrapped in black garbage bags. Because of his familiarity with pipeline seizures and the packaging of drugs on these stops, Kelly thought he had located a load of drugs. That was, until opened the bag and discovered a wristwatch still attached to a woman’s severed hand. Ultimately the dismembered bodies of Becky and Stanley Britton Jr. were located inside of the car. The driver had murdered the two individuals in Ann Arbor, Michigan four months earlier.

To this day, Kelly still can’t explain why the driver didn’t dispose of the bodies somewhere along the road between Michigan and prior to being stopped in Utah. According to Kelly, the driver told him he was going to take the bodies to California to get rid of them.

This is an excellent example of criminal interdiction through aggressive traffic enforcement. A front plate violation results in a double homicide arrest!

Best Dressed 2002

The Utah Highway Patrol (UHP) has always taken pride in their uniform. Since 1928, patrolmen have learned the importance of a sharp military appearance. The dress blouse has been an important part of the uniform, although it has undergone several changes from forest green, to navy blue and finally cocoa brown. In 1982, the Utah Highway Patrol won the title “Best Dressed Police Department – 1982.”

Since that time the UHP has developed and refined their uniform for all occasions including: winter, summer, dress, motors, special emergency response team (SERT), horse patrol, honor guard, bike patrol and training. The UHP or the uniformed division of the Utah Department of Public Safety received national attention during the 2002 Winter Olympic Games.
Following the Olympics the UHP once again participated in national competition for the title of “best dressed.” City, county, state and federal agencies from throughout the United States participated in this event. The award of “Best Dressed Police Department – 2002” was presented to Commissioner Bob Flowers at the fall International Association of Chiefs of Police annual convention held in Minneapolis, Minnesota. Colonel Scott Duncan stated, “I personally appreciate all of you who have helped us improve our professional uniform image... Now the work begins as we live up to the expectations this award brings!”

In order to maintain a professional appearance and take individual pride in appearance, Colonel Fuhr amended the uniform police in the fall of 2009. Troopers may now choose which uniform shirt to wear – long sleeve with tie or short sleeve without tie, based on the conditions, circumstances and the occasion. For example, a trooper may choose to wear a long sleeve shirt with tie if he is to testify in court that day, even though it may be in the middle of summer.

**Shots Fired on I-15**

On December 15, 2002, Trooper Dave Schiers, who was off duty but driving his marked police car, was at a local auto parts store in St. George, Utah when he was randomly shot at by David Lynn Williams.

Williams was emotionally distraught at the time and is believed to have been trying to commit suicide-by-cop. Schiers’ wife and daughter, who were with him at the time of the shooting, ran back into the store and called 911 while Schiers attempted to draw Williams’ fire away from his family. Williams fired at Schiers as Schiers jumped over a fence and ran around the side of the building. Williams missed his target and left the property looking for his next opportunity to engage the police in a suicide attempt.

An ATL for Williams was broadcast after the initial attack on Schiers. Shortly afterwards, Trooper Jeff Bigler located Williams on I-15 near Hurricane, Utah. Trooper Bigler and Cedar City Police Officer Murray Suttlemyre became involved in a short pursuit with Williams before he pulled over to the side of the road. Trooper Bigler and Officer Suttlemyre conducted a felony stop on Williams as Trooper Chad McWilliams pulled in behind them as additional backup.

Upon stopping, Williams immediately exited the vehicle and raised his gun towards Officer Suttlemyre. Trooper Bigler, who was directly behind Williams on the drivers’ side of the stop was the only officer who had a line of fire, shot Williams four times. Williams was hit once in the chest and three times in the head from Bigler’s 45 caliber Glock 21-C.

Bigler stated, “As soon as I shot, an epilate, or the button from the epilate of his coat went flying and he went down to the ground. Backup was still coming and I remember he was lying on his chest in a supine position, and he was still holding the gun in his hand. He was still a danger even though he wasn’t doing too much. I remember that he was bleeding like crazy. There was blood all over. We were yelling at him to let go of the gun. He finally rolled on to his back and his arm went out to his side and he let go of his gun. The city officer secured him; medical was on standby until it was safe. I thought he would be dead before he got to the hospital. I was astounded when he got to the hospital alive.”

Williams survived the shooting. He was prosecuted and convicted of attempted murder and served time in both county and state facilities. After serving his time, he was released from custody. Williams’ personality was significantly altered as a result of the injuries to his frontal lobe (comparable to a transorbital lobotomy) and his now docile nature may have been a factor in why he was released from custody.

Bigler later recalled that at the time of the shooting, the gun Williams was wielding seemed to be “very, very shiny.” And the shots that Bigler fired... seemed to be no louder than the sound of a BB gun. Bigler also said of the incident; “I slept like a baby that night. I have no problem with what occurred. I shot to protect the officer next to me. I have no regrets.”

(top left to right) Trooper Jimmy Banks, Lt. Garrad Moren (bottom left to right) Sergeant Tyler Kotter, Trooper Jeff Schuman and Trooper Jeff Heslop
A New Police Academy

In 2004 Commissioner Robert Flowers felt the need to start pushing for a new Police Academy Building. The old POST building at Headquarters was built in 1980 and was starting to show the need for some serious repairs. Commissioner Flowers and Deputy Commissioner Verdi White met with Honorary Colonel Larry H. Miller to get some ideas of how to go about getting private donations to help with this type of project. Mr. Miller asked a lot of questions and after quite a bit of discussion ended up funding the new academy. Ground was broken for this new facility July 11, 2005, at the Miller Salt Lake Community College Campus, 410 West 9800 South, Sandy, Utah.

The Larry & Gail Miller Public Safety Education and Training Center was completed December 2006 at a cost of $22.5 million and the first academy classes started January 2007. The 3-story, 75,000 square foot facility houses the POST Basic Academy, Corrections Basic Academy, State Information and Analysis Center (SIAC), Hazardous Materials Training and the Salt Lake Community College Satellite Academy and law enforcement center. Much of the POST/UDC in-service training is held at this facility along with in-service from various divisions within the Department of Public Safety. There are 62 student dorm rooms, housing 2-3 students each; tiered classrooms including state-of-the-art audio and video equipment; an indoor 20-lane shooting range; physical fitness equipment; a defensive tactics area, POST Council meeting room and other specific training areas too numerous to list.

Department of Public Safety representatives were unable to get the legislature to help in funding the furniture, fixtures and equipment (FF&E) for the new buildings, dorms and classrooms, so when Larry Miller received money back for the planning and design of the buildings from the State of Utah he gave that money ($1.2 million) for the FF&E that was needed. The new buildings were deeded over to the Salt Lake Community College and leased to the Department of Public Safety for 50 years at $1 per year. The indoor shoot house/tactical firing range was completed with Department of Public Safety monies ($2.5 million) and an open house was held on October 24, 2007 for the completion of the new firing range.

This training facility is an incredible gift from the Millers, and will benefit Utah law enforcement and corrections officers for years to come.

Tasers

In 2005, Sergeant Al Christianson submitted a report on the feasibility of the Utah Highway Patrol purchasing and implementing Tasers. Within one year the department had implemented all of his recommendations. Every field trooper (275) and sergeant (60) was equipped with an Advanced Taser X26, including holster and extra cartridges. An “electronic incapacitation device” policy was implemented. Training was provided both for instructors and basic opera-
Funding was provided via a federal grant. Troopers carry the Taser on the opposite side of their firearms – to prevent drawing the wrong tool under stress. The Taser provides another defensive Less-Lethal Weapon (LLW) in the force continuum.

On September 14, 2007, Trooper Jon Gardner tasered Jared Massey following a traffic stop for speeding on U.S. 40 near Vernal, Utah. This incident gained national media attention when Massey obtained a copy of the police video and placed it on YouTube. Following a two-month investigation UHP Col. Davenport announced, “We found that Trooper Gardner’s actions were lawful and reasonable under the circumstances.”

On January 18, 2008, Massey’s attorney responded by filing a Federal Civil Rights lawsuit against Trooper Gardner, the Utah Highway Patrol, the Utah Department of Public Safety and the state of Utah. Filed in U.S. District Court the lawsuit accused Trooper Gardner of excessive force and called for him to be “justly punished” by the UHP. An independent investigation by the Tooele County Attorney’s Office determined that Gardner’s actions were not criminal. Subsequently, all charges against Gardner were dismissed.

On March 10, 2008, the Utah Attorney General’s Office announced that the state of Utah agreed to pay Massey $40,000 plus attorney fees, in exchange for the dismissal of the lawsuit.

This incident is a reminder of the continual need for police training, certification and documentation. With new technology comes accountability. Today, everything an officer and defendant does and says is recorded.

On September 27, 2005, a Utah State University field trip ended in tragedy when the 15-passenger van carrying 10 students and one instructor lost control on I-84 and rolled down an embankment near Tremonton, Utah. All 11 passengers were ejected, nine were killed, including the teacher.

Eyewitnesses stated the van had been seen previous to the accident traveling at an extremely high rate of speed. Investigations by the Utah Highway Patrol placed that speed at over 100 mile per hour. The left rear tire had separated, discarding the outer tread just prior to the accident; however, the tire was still inflated. Further investigation by the UHP revealed that none of the students were buckled.

Initial reports by the news media stated the van “blew a tire.” Some of the families of the victims expressed their displeasure with the Patrol’s investigative results of the accident. This controversy was further fueled by statements from the two surviving students, claiming they were wearing their safety belts and that the belts had failed.

Despite this controversy, the UHP stood by their investigation stating, evidence at the scene of fatal accidents provides investigators with definitive proof when safety belts are worn. Likewise, rare incidents of safety belt failures will leave undisputed evidence.

Several lawsuits were filed in federal court in Salt Lake City, including one against Chrysler Motors, claiming the Dodge van was defective, including an unsafe center of grav-
ity, dangerous handling, unsafe seatbelt design and unsafe tires. This lawsuit was dismissed in 2008. A second lawsuit against Cooper Tire & Rubber Company is still pending.

More than 42,600 people were killed in traffic accidents during 2004. Although safety belt use hit a record 82% by September 2008 according to the U.S. Transportation Department, about a quarter of the total fatalities occurred in rollover accidents, most involving sports utility vehicles, pickups and vans. Nearly two-thirds of rollover victims were not wearing safety belts.

Federal law offers financial incentives to states that adopt primary, safety belt laws. As of May 2010, 30 states and the District of Columbia have primary laws, which allow police to stop drivers solely for not wearing safety belts for drivers of any age. Utah is not one of those states. Utah’s law is primary only for those drivers under age 19.

This incident demonstrates that high profile vehicles, SUVs, pickups and vans, are not designed for high speeds. These vehicles have an extremely high center of gravity and are not equipped with high speed-rated tires. Although Utah does not have a separate speed limit for trucks and high-profile vehicles – drivers need to use due caution while operating these vehicles. Finally, regardless of a primary or secondary safety belt laws, drivers and adult passengers must take responsibility for the safety of all occupants by insuring everyone is buckled-up.

With only 10 days before I was to retire from the Utah Highway Patrol the last thing I was expecting was to be involved with another pipeline drug arrest. The day started out spending two hours looking for a semi-truck overloaded with dirt I had seen the day before, but I wasn’t having any luck. I dropped by the Ford dealership and picked up Sergeant Dave Barrett and had him on a ride a long while his vehicle was getting some work done on it. With nothing going on I jumped up on the freeway to do some enforcement work.

The very first truck I saw was a U-haul truck eastbound on I-70. I had learned a valuable lesson early in my career from retired Trooper Phil Barney, and that was to take the very first violation you see, it makes the whole day go better. The size and weight made the U-haul truck a commercial vehicle. Was the truck being used in a commercial enterprise or was it being used to transport personal property? Was a log book and medical card needed, or was the driver exempted? I have made hundreds of stops asking that very question.

Stopping the U-haul I learned the driver was a female with two small children. I asked for her driver’s license and her rental agreement. I also asked what was the purpose of her trip and what was she hauling. She stated she was in an abusive marriage and that she had loaded up her own furniture and had taken her two children and was headed to relatives in Indianapolis. When the female had given me the required documents, I asked if I could open the back of the truck to verify that she had personal property on board. She stated, “Oh sure. Go right ahead and look.”
Opening the back of the truck I did see personal property but having an eye for detail that’s not all I saw.

I returned to my vehicle and ran a drivers license check as well as a criminal history check on the driver. While waiting for that information to return I checked the rental agreement out. What really seemed odd was the fact that she had paid for the rental of the truck in cash in the amount of $2,592.00. To me that appeared excessive for a one way trip.

Remember when I said I had an eye for details, well what I saw when I opened the back of the truck was furniture but it was of a value you or I would throw away. Some of the wooden chairs even had red yard sale tags on them. Now I’m no rocket scientist but that made the hinky-meter kick into high gear. I know a cover load when I see one.

The criminal history came back that the driver was on federal probation for smuggling cocaine across the border in San Diego in May of 2005. Returning back to the driver, I gave back her drivers license and rental agreement, I then asked the driver if she was carrying any illegal drugs in the truck? She said, “No way.”

I asked for permission to search the truck for any drugs. She said, “Go right ahead and look.”

Sergeant Barrett had gone with me back to the truck and was standing beside me when I again asked, “Do you really understand what I’m asking? To search the entire truck, front to back, top to bottom, locked or not and you don’t have a problem with that.” She again said, “Go ahead.”

I opened the back of the truck again and proceeded to crawl over some of the chairs and tables to get to the front of the truck. Most of the boxes in the truck were filled with paper. There was an old stove that had been put inside that hadn’t worked in years. There were two mattresses standing on end, to the front of the truck. Moving one of them aside I could see a large area concealing a large number of tan wrapped packages. I called to Sergeant Barrett and asked if he would put a set of bracelets on the driver for me. I then told him of the suspected drugs.

Division of Family Services was called to the scene and secured the two small children. The truck was driven to the Sevier County Sheriff’s Office Sally port and unloaded. Once there the female was turned over to the Central Utah Narcotic Task Force, where three detectives interviewed the driver. The three detectives, (Elmer, Jenkins, Whatcott) did an outstanding job and later informed me that a controlled delivery had been set up with the Criminal Interdiction Unit, Dangerous Drug Section of the Indianapolis Police Department.

I unloaded the truck in the Sally port with help and we recovered some 356 pounds of marijuana in the hidden area of the truck. With the 10 days I had left before retirement, I elected not to go to Indianapolis, but felt the case was in good hands. I would sleep in my own bed for the next several days. The three detectives, the U-haul truck, a follow-up car and the female driver drove all night and got to Indianapolis the next afternoon.

With the cooperation of many law enforcement agencies working together, a controlled delivery was set up the next morning. The female was fitted with a transmitter and made contact at a residential house where she was paid money and returned to a motel. The truck was later returned to the same house and was kept under surveillance while a search war-
rant was obtained. The knock and announce warrant was served on the house later that afternoon. The search warrant turned up a ton of marijuana hidden throughout the house. Marijuana was in closets, under beds and stacked in bales of various sizes and shapes. There was even a pound of cocaine and some hidden weapons thrown in for good measure. It took three pickups to transport the marijuana back to the evidence room.

A New Commissioner / A New Colonel

In 2006, Commissioner Robert Flowers retired to go to work at FEMA. Colonel Duncan is made Commissioner of Public Safety in August and appoints Lance Davenport as Colonel of the UHP.

Chargers Hit the Road

The Utah Highway Patrol purchases between 80 and 100 new patrol cars annually. For the past two decades the Ford Crown Vic Police Interceptor has dominated the police cruiser market. Beginning in 2006, the Utah Highway Patrol purchased 10 Dodge Chargers at a base price of $21,900. The remainder of the cruisers purchased that year were Ford Crown Vics with a base price of $22,300. Outfitting a cruiser includes: police radio $3,000, video camera $5,000, radar $2,500, and cages $2,500.

With excellent performance, responsive handling and low maintenance, the troopers absolutely loved the Chargers. An additional 39 Chargers were purchased over the next two years. Reviewing all data and feedback from the troops, fleet only purchased Chargers in 2009 and again in 2010.

Ford has scheduled to phase out the Crown Vic Police Interceptor by 2013. Therefore, the future for the UHP appears to be Chargers all the way.

Keep Your Finger Off The Trigger

On March 12, 2006, a single male entered the Comfort Inn, Green River, Utah, brandished a handgun and demanded the money in the register. The female clerk complied and gave the man $245. The armed suspect left the hotel and entered the driver’s side of a gray Chevrolet Blazer. A male passenger did not exit the vehicle. The vehicle drove east toward I-70 as the hotel clerk telephoned public safety dispatch with a description of the male suspect and SUV. An Emery County Deputy Sheriff arrived within minutes at the scene of the crime.

The suspect turned west upon entering I-70 and within a few miles took SR 6 toward Price. Within one mile from the Interstate, Trooper Greg Funk spotted the suspect vehicle. A check on the plates revealed the vehicle was stolen from Indiana. At that point, Trooper Funk attempted to initiate a traffic stop. The suspect driver immediately accelerated to a high speed. Shortly thereafter, two other troopers joined the chase. During the chase the driver threw the handgun used in the robbery from the vehicle. The chase reached speeds of 100 m.p.h. and continued for 40 miles.

Funeral procession for Utah Department of Corrections Officer Stephen Anderson, shot - June 25, 2007

Trooper Arik Coleman
About 15 miles east of Price, two troopers and two Adult Probation and Parole officers prepared to stop the vehicle by deployment of tire deflation strips and a roadblock on SR 6, approximately 2 miles east of the Sunnyside Junction. As the suspect vehicle approached the spikes, the driver slowed and stopped – prior to crossing the spikes and the waiting officers with weapons drawn.

The ensuing officers stopped behind the suspect vehicle and performed a felony stop, with weapons drawn. They were soon joined by an Emery County Deputy Sheriff. This incident was recorded on video taped by four different patrol vehicles.

Trooper Funk ordered the driver to throw the keys out the window – which he did. The driver was told to slowly exit the vehicle with his hands in the air – he complied. He was told to slowly turn and face away from the trooper giving commands – which he did. He was told to slowly walk backward towards the trooper – he did. The suspect was then handcuffed and secured in a patrol car.

The passenger was then ordered to slowly exit the vehicle with his hands in the air – he complied. He was told to turn and face away for the trooper giving commands – which he did. He was told to slowly walk backwards toward the trooper. As the second suspect began walking backward – a shot rang out and the suspect fell to the ground.

Trooper Ed Bentley had retrieved his M-14 rifle from the trunk and was one of the troopers at the scene of the felony stop. Holding the rifle at low ready, Trooper Bentley had inadvertently placed his finger on the trigger, with a round chambered and the safety off.

The wounded passenger was later identified as John Gourno, 29, from Ohio. The driver was identified as Auddie Barnes, 29, also from Ohio. Gourno was treated at the Castleview hospital in Price and later flown by helicopter to the University of Utah Medical Center, Salt Lake City in serious but stable condition.

After obtaining a search warrant, Emery County Deputies found the money stolen from the Comfort Inn. Two days later Emery County Deputies also recovered the handgun, thrown from the vehicle by the driver. It was also determined that both suspects had an extensive criminal history. Both suspects were charged with armed robbery and interstate transportation of a stolen vehicle.

Trooper Charlton “Red” Whiting

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Members of the Utah Highway Patrol with Honorary Colonel Carl Malone - 2002
Playing with the Utah Jazz, Malone was twice named NBA Most Valuable Player
The bullet that struck Gourno entered his back and exited his abdomen without striking any major arteries, muscles or bones. He was placed on 24-hour security by the Utah Highway Patrol while at the U of U Hospital. One of the troopers on this detail asked Gourno what it felt like to be shot and he said, “It spun me around and I just dropped. It was crazy pain.” Once Gourno had recovered sufficiently from his injury, he was transported to the Emery County Jail.

Troopers are trained to keep their finger off the trigger until ready to fire. During high stress incidents, officers are not aware of fine motor nerves. Officers involved in shooting often describe distortions of sound and time. Shots fired during high stress sound little more than a cap pistol. Time often appears to be slowed to a crawl. Officers that have been shot, often feel little if any initial pain. Trooper Bentley’s failure to follow a basic firearms safety rule – cost his career.

The shooting incident was investigated by the Carbon County Sheriff’s Office and reviewed by the Carbon County Attorney’s Office and the Utah Attorney General’s Office. The Utah Department of Public Safety also conducted an internal investigation. Upon conclusion of these investigations, Trooper Bentley was released from the UHP and charged with aggravated assault with a deadly weapon. The charges were later dropped; however, Bentley’s career as a trooper was over.

**Busted Near Lehi**

On August 8, 2006, Trooper Bryan Gardner was patrolling I-15 southbound near Lehi, when he observed a minivan weaving in its lane. He followed the van and observed it cross over the lane line twice, at which time he initiated a traffic stop.

The driver claimed he was tired having driven from Missoula, Montana without stopping. During this conversation Trooper Gardner could smell a strong odor of fresh marihuana coming from the interior of the van, which was full of boxes. Gardner obtained the driver’s license and returned to his patrol car, where he called for backup. Upon the arrival of Troopers Emery Calkins and Tracy Jorgensen, he again approached the driver. He told the driver to step out and come over to the passenger side. He explained that he was going to search the van because he could smell marihuana.

A search of the passenger area and could not find the source of the odor in that area. He then questioned the driver about the boxes. The driver stated he was helping his brother move from Seattle to California.

Trooper Gardner then requested a K-9 unit to assist. Utah County Deputy Sheriff Forester arrived with his dog, Kaya. The dog went around the vehicle and indicated on the rear bumper. Trooper Gardner opened the rear tailgate and the dog bite a corner off a box. The tear exposed a bag full of a green leafy substance. Trooper Gardner then arrested the driver for transportation of marihuana. The van was hauling 396 pounds of marihuana from British Columbia, Canada. The driver had made not attempts to conceal the odor of the marihuana.

This is but one example of a Utah trooper looking beyond the initial traffic stop. Over the years, dozens of UHP trooper have excelled in criminal interdiction. Each stop is unique and each shop has lessons to learn. There are two significant lesson that can be learned from this stop.

First, many agencies are now utilizing K-9 – get to know them. If UHP K-9 is not available, request K-9 from these agencies. Working with other agencies is essential to our success.

Second, dope can be moving in any direction – north, south, east or west. Don’t have a mindset that it is always coming from Mexico or California.
**UHP Honorary Colonel’s Memorial**

Since the Utah Highway Patrol was first organized in 1925, there have been 14 troopers killed in the line-of-duty. Don Ipson, owner of DATS Trucking and an Honorary Colonel with the Utah Highway Patrol wanted to honor the sacrifice made by these men.

On June 4, 2007, 14 metal crosses were erected on a hillside along I-15, near exit 16, facing northbound traffic from St. George. The white crosses include the trooper’s name, badge number, year of death and a UHP beehive. DATS Trucking, Hurricane, Utah, owns the property where the 14-foot-tall crosses were placed. The large white crosses are clearly visible for motorists traveling the Interstate and a fitting tribute to those troopers that have given their lives in service to the citizens of Utah.

**New Utah Law Enforcement Memorial**

In 2004, construction on the State Capitol necessitated the removal of the memorial from the Rotunda. It was further determined that the Rotunda would be returned to its natural state, and that no memorials would be allowed there. The Capitol Preservation Board allocated a prominent location just outside the western doors of the Capitol as the location of the new Utah Law Enforcement Memorial.

Using $50,000 in start-up funds from the Utah Peace Officers Association, the Utah Law Enforcement Memorial Committee, Inc., raised more than $1.2 million, including $20,000 from the Utah Highway Patrol Association.

The new Utah Law Enforcement Memorial was dedicated September 6, 2008. Today, the memorial serves as a place of solace for the families and friends of officers who died in the performance of their duties to the State of Utah.
problems associated with returning on subpoenas for trial.

Over 8,000 police officers from all over the United States participated in the security for this event. Lieutenants Bob Anderson and Garrard Moren were instrumental in liaising with the U.S. Capitol Police and the United States Secret Service. On the return trip to Utah, half a dozen troopers became sick due to the prolonged exposure to extreme temperatures.

A Change in Command

Commissioner D. Lance Davenport

In January of 2009, Commissioner Duncan resigned as Commissioner of the Utah Department of Public Safety. Governor Jon Huntsman Jr. appointed D. Lance Davenport as the 11th Utah Commissioner of Public Safety. He selected Daniel Fuhr as the 17th Colonel of the Utah Highway Patrol.

For this detail, troopers were depurized as U.S Federal Marshalls and were given full police powers to arrest. However, they were cautioned against taking enforcement action unless in an emergency. This was due in part to

Commissioner D. Lance Davenport

Davenport began his law enforcement career as a trooper with the Utah Highway Patrol in August 1984. After attending POST, he was assigned to Millard County and later transferred to Cache County. In November 1987, he was appointed to the Executive Protection Unit. He was promoted to sergeant in Salt Lake County in May 1989 and later transferred to Davis County. In August 1993 he was promoted to lieutenant overseeing Protective Services and Executive Protection. In August 1997 he transferred to Section 1, Box Elder, Cache and Rich counties and later transferred to Section 3, Davis County. In January 2001, he was appointed captain as bureau director over the Criminal Investigations Bureau.

In April 2003, he was assigned to the UHP as Bureau Commander. In January 2006, he was appointed major, as Assistant Superintendent of the UHP.
In August 2006, he was appointed colonel, as Superintendent of the UHP.

Commissioner Davenport’s goals include continuous improvement of agency operations, timely recognition of employees, and minimizing the impact of two consecutive years of budget cuts.

According to Commissioner Davenport, his greatest challenges so far include implementing budget and administrative staff reductions, and major changes in the Driver License Division resulting from Senate Bill 81. Commissioner Davenport is a graduate of Weber State University and session #212 of the FBI National Academy.

Colonel Daniel Fuhr

Daniel Fuhr was at the FBI National Academy at the time of Commissioner Davenport’s appointment and his appointment as Colonel of the Utah Highway Patrol. Until his return, Major Kathy Slagowski was acting colonel of the UHP, another first for the UHP—the first woman acting colonel.

Daniel Fuhr began his career with the Utah Highway Patrol in 1993. Following POST graduation his first duty assignment was Section 3, Davis County. He later transferred to Special Operations – motor squad, DUI squad and SERT. He was promoted to sergeant October 2000, as a field sergeant, Salt Lake County. During this time he helped bring motors back to the field on a full-time basis, he implemented large DUI blitz’s, and began a crew concept of scenario based training. He later transferred to Special Operations.

He was promoted to lieutenant in April 2004 and served at headquarters and Executive Protection. In August 2006 he was appointed captain as Bureau Commander over Executive Protection, DUI squad, Capitol Security, and the Salt Lake Community College. He was appointed Colonel in January 2009.

Colonel Fuhr holds a Bachelor of Science Degree from Weber State University, is a graduate of the Northwestern University of Police Staff and Command and is a graduate of the FBI National Academy. As Colonel, he places a great deal of emphasis on “where the rubber meets the road.” His focus is on building self-motivated, professional proactive troopers. He challenges everyone to be out on-the-road, making contact with the public, attempting voluntary compliance, educating the public and taking criminals off the road. He wants every trooper to be proficient in looking for ways for self-improvement in areas such as personal appearance and physical fitness. Every trooper is expected to be professional, show leadership and develop personal initiative.

Colonel Fuhr sets the example actively patrolling side-by-side with troopers. On a quarterly basis the UHP operates a DUI blitz that includes every member of the UHP from trooper to colonel. He has implemented daily, weekly and monthly training and enforcement themes that are carried out by section commanders. He reminds everyone the importance of maintaining the professionalism and rich heritage of the Utah Highway Patrol.

Red Mountain Rescue

On August 16, 2009, Jim Williamson, 49, had planned on running the trails of Snow Canyon but changed his mind and opted for the more challenging Red Mountain trails. Located in
History of the Utah Highway Patrol

Washington County about 20 miles northwest of St. George, Utah, the trails of Red Mountain are a major challenge, even for the expert jogger. Williams phoned a friend to advise of his change of plans. At noon he again telephoned his friend, telling her he was above Three Ponds, was running low on water, but felt he had sufficient for the jog back to his vehicle. When he did not return, the friend called authorities.

Washington County Sheriff’s Search and Rescue immediately initiated a search but failed to locate Williams that evening. Efforts were doubled on Monday, knowing that time was of-the-essence if Williams was to be found alive. The Utah Department of Public Safety helicopter was called to assist in the search. Equipped with night vision goggles and FLIR – thermal imaging, the helicopter can locate people that would otherwise go undetected. An extensive search of the area produced no results.

The search continued through Monday night and into the following morning. Nearly 48 hours after Williams went missing he was located. Running the Gunsight Trail, Williams had fallen from a ledge and was lodged deep in a slot canyon – alive. The narrow canyon walls had blocked even the helicopter’s night vision and FLIR capabilities. Listed in critical condition with head and facial injuries, the search mission quickly changed to a rescue mission.

Having served 25 years as a Navy helicopter and fixed wing pilot, Terry Mercer joined the Utah Highway Patrol in 1992. Trooper Mercer transferred to the Aero Bureau in 2000. He knew well the capabilities of the UHP helicopter, an AS 350 B2 Astar – he also knew his own capability. Shuttling rescue teams near the slot canyon, Mercer knew the time involved to descend and traverse the rugged terrain in order to reach the victim. Once secured to a rescue litter, removal of the victim would be doubly challenging. Within a few hundred feet of the victim, Mercer located a pinnacle, rising 200 feet from the ground and facing a sheer rock cliff. The pinnacle was only ten feet in diameter at the top; Mercer would have little room for error. Mercer landed on the pinnacle not once but 11 times. Crews used a litter and ropes to remove Williams to the top of the pinnacle, where the waiting UHP helicopter transported him to the Dixie Regional Medical Center.

Mercer later told the news media, “It was very critical that I got the skids down in the proper way so the aircraft would be down and solid.”

Williamson recovered from his injuries and is grateful to his rescuers and the skills of Trooper Mercer. By 2010, over 450 people have been rescued by the UHP Astar.
Defensive Tactics

On November 29, 2009, at about 10:30 p.m., Trooper Kyle Ball stopped a red Ford Explorer at 3900 South State, Salt Lake City, Utah. During the stop, Trooper Ball smelled burnt marihuana, called for backup and asked the driver and five juvenile passengers to step out of the vehicle. A male passenger in the backseat stepped out of the vehicle and then turned as if to flee. At that time Trooper Ball went hands-on with the suspect. During the ensuing scuffle, the teenager drew a handgun from his waistband and began to point the muzzle over his left shoulder towards Trooper Ball. As Trooper Ball struggled with the suspect, the weapon discharged, striking the suspect in the head. The suspect and Trooper Ball fell to the ground. Trooper Ball only sustained a minor cut to the hand. The suspect, Ashton Cummings, 17, was transported to Intermountain Medical Center in critical condition.

This incident was investigated by the Salt Lake County Sheriff’s Office, South Salt Lake Police Department and the Salt Lake District Attorney’s Office. Subsequent investigation revealed that Cummings had earlier confronted one of the other male passengers at a home in South Salt Lake over a drug dispute. During this incident Cummings had forced this individual into the vehicle at gunpoint.

Cummings died on December 10, 2009. Following an extensive investigation, Trooper Ball was cleared of any wrongdoing. This incident is a stark reminder of the dangers facing troopers during routine traffic stops – even with juveniles. In 1978, Trooper Ralph Evans was shot twice in the neck and back by a 13-year-old as Evans was attempting to arrest the juvenile’s father for DUI. A passing doctor that stopped and rendered first aid saved trooper Evan’s life.

Lucky To Be Alive

On January 31, 2010, Trooper Rachael Zubal was Field Training Officer - FTO to rookie-trooper Owen Horne. They responded to a multiple vehicle traffic accident on I-15 near Sunset, Utah. The road conditions were snow covered and slippery. As Trooper Horne arrived at the accident he placed his patrol car in a strategic position to protect the scene. Trooper Zubal exited the passenger side of the patrol car and was struck by an out-of-control minivan. Trooper Zubal was knocked forward, striking her head on the vans windshield just inches from the A-pillar. The left front corner of the van, broke her pelvis in three places, destroyed the meniscus and ACL on her left knee and basically flayed her left thigh to the bone. The passenger door of the patrol car was peeled back as Trooper Zubal was knocked nearly 50 feet. The van continued for 100 feet before coming to rest – Trooper Zubal’s duty-jacket still imbedded in the grill with remnants of body parts sprayed across the hood and fender.

Rachael’s husband, a Salt Lake City Police Officer, heard the news through a fellow officer in Davis County that Rachael had been hit. With little information, and fearing...
the worst, he raced home, gathered their two children and headed to the McKay-Dee Hospital, Ogden, Utah. He was grateful to learn, she had survived a near death experience.

Colonel Danny Fuhr responded to the scene and recovered her bloody, torn and mangled duty-jacket. He displayed the duty-jacket for the news media in the days following, punctuating the dangers troopers face every day. The Utah Highway Patrol pleaded with the news media to please “slow down” and “move over” on approach of police and emergency vehicles with red and blue lights displayed. During the winter of 2009-2010, the UHP had a total of 20 patrol cars “trunked” struck from behind while parked at the scene of accidents.

“I never saw the van approach,” Zubal said later. “The conditions were such that there was ice covered by slushy snow, and so you will not hear braking on the pavement. There’s no sound; it just comes at you silent.”

“I didn’t remember anything after that. Just woke up on the ground, pretty alarmed,” she said. “It was all surreal until I realized I had indeed been struck by a vehicle.”

Surgery and recovery will keep Rachael off work until late into the fall of 2010. The Honoring Heroes Foundation provided Rachael with a recliner to help her in her recovery. Her co-workers bought her a Nintendo WEE, which she plans to use as physical therapy. Rachael Zubal is truly lucky to be alive - and we’re glad she is.

Scene of this tragedy. Gardner put on his uniform, grabbed something to eat and headed to the scene. Traveling northbound on River Road, Trooper Gardner’s fully marked patrol car was displaying flashing red and blue lights and the police siren was activated. At 900 South a Buick occupied by Ila Jean Moore, 75, and her sister, Karen Gummow, 71, turned directly into the path of the speeding patrol car. The resulting side impact was horrific, killing both occupants of the Buick. Trooper Gardner received only minor injuries.

St. George Police investigated this accident and presented their findings to the Washington County Attorney’s Office. On April 7, 2010, the Washington County Attorney’s Office announced that no charges would be filed against Trooper Gardner. Stating it was an accident, that the trooper was not negli-

Roll The Clock Back

On March 10, 2010, heavy snow and strong winds resulted in poor travel conditions on I-15 south of Cedar City, Utah. Shortly after noon a minor accident brought traffic to a standstill for southbound traffic near Pintura, about 25 miles north of St. George, Utah. Kristen Kay Taylor, 25, Salt Lake City was able to bring her Kia to a stop directly behind a semi-truck. A second semi-truck could not stop, crushing the small Kia against the front semi, killing Taylor and critically injuring her passenger. This set up a series of accidents, involving over 15 vehicles, closing the southbound freeway for several hours.

Off-duty Trooper Lars Gardner, St. George, was called to assist at the
what they could do, Trooper Gardner replied, “Roll the clock back.”

75th Anniversary

As the Utah Department of Public Safety and the Utah Highway Patrol complete the first decade of the new millennium, we are proud to have represented Utah for over 75 years. An organization of two part-time employees on motorcycles in 1925 has grown to 460 sworn officers, and 135 civilian employees, including dispatch centers. As of January 1, 2010, the Utah Highway Patrol has 336 troopers, 87 sergeants, 27 lieutenants, seven captains, two majors, and one colonel.

During 2009, the Utah Highway Patrol stopped 189,722 vehicles and wrote 95,876 speeding citations. Troopers investigated 20,015 at scene accidents, arrested 3,975 DUls, served 355 felony warrants and 3,879 misdemeanor warrants. The UHP rendered assistance to 54,184 motorists. Troopers made 2,191 misdemeanor drug arrests and 331 felony drug arrests.

Today, the Utah Department of Public Safety provides a multitude of services. The divisions within DPS include Administrative Services, Bureau of Criminal Identification, Communications, Criminal Investigations, Drivers License, Fire Marshal, Forensic Services, Highway Patrol, Highway Safety, Homeland Security, and Peace Officer Standards & Training. Also within DPS is the Aero Bureau, Internal Affairs, and Public Information and Education. Each of these divisions and bureaus have a history as unique and interesting as the Utah Highway Patrol. Together, the many employees of the Department of Public Safety comprise the largest, most diversified law enforcement agency in Utah. The Department of Public Safety is comprised of 500 sworn officers, and 684 civilian employees.

In September the Utah Highway Patrol celebrated 75 years since the UHP received full-police authority. A special

Sergeant Gary Caldwell

gent in the crash. Washington County Attorney Brock Belnap added, “The law in the state of Utah is that even bad mistakes in judgment by law enforcement officer in the course of his duties don’t arise to criminal negligence.”

The Utah Highway Patrol released the dash cam video of this incident on May 10, 2010, to KSL news media. On May 24, 2010, KSL news broadcast an investigative report of this incident. KSL news claimed that authorities had failed to consider several facts in their decision not to prosecute the trooper. They noted that the accident was 30 minutes old at the time Trooper Gardner was called and that troopers were already on the scene. They stated Trooper Gardner put on his uniform, got something to eat but then felt it necessary to speed through a heavily traveled business district posted 40 m.p.h., obtaining a maximum speed of 86 m.p.h.

Families of the victims called it a senseless tragedy that the trooper would have to live with the rest of his life.

When asked by UHP administration

Trooper Roger Daniels and Jekyl

During 2009, the Utah Highway Patrol stopped 189,722 vehicles and wrote 95,876 speeding citations. Troopers investigated 20,015 at scene accidents,

Sergeant Jeff Chug and Claudio

with K9 Jekyll, Trooper Christopher Lewis, Trooper Craig Ward, Trooper Andy Prescott, Trooper David Boucher, Sgt. Nathan Croft, Secretary Nora Ostler, Trooper Travis Williams, Trooper Clint Fawson, Trooper Blaine Prescott.
75th Anniversary Badge was authorized to commemorate this event. The members of the Utah Department of Public Safety and the Utah Highway Patrol ensure that Utah is “still the right place.”

Utah Governor Gary R. Herbert

Utah Highway Patrol Honor Guard at Scott Hathcock funeral, August 2008.