

**St. Louis County, Missouri
Police Department**

**Patrol Cars
Changes over the Years**



1955 - 2018

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“The cars we drive say a lot about us.”

- Alexandra Paul -

INTRODUCTION

When the St. Louis County, Missouri Police Department (County Police was established on July 1, 1955, the first Superintendent (Chief) of Police, Albert E. DuBois, understood the value of a properly equipped and clearly marked police patrol car for handling all aspects of the police service. The patrol car has been a significant piece of equipment that permits officers to respond to emergencies quickly, patrol a large territory or beat during his/her shift, transport specialized equipment, and serve as a crime deterrent depending on the extent of visibility of the patrol car, either day or night. This history report attempts to record the several graphic designs or seals/logos/color schemes used to identify County Police patrol cars since 1955. The report also presents the changes in vehicle manufacturers, specifications and interior/exterior police equipment associated with each marking scheme.

In his first annual report to the Board of Police Commissioners in 1956, Supt. DuBois noted that the St. Louis County Sheriff's Office had turned over only 16 vehicles to the newly established County Police, plus four coming from the several elected Constables. Vintage reports on file verify the disappointment the Board had in the number of vehicles transferred as well as their condition. Two of the 20 vehicles had over 95,000 miles each. Five other vehicles had over 50,000 miles each and had to be traded during the first year of operation. Needless to say, this group of transferred used police cars had high mileage and repair issues. This 1952 photo is of the patrol cars that belonged to the Sheriff's Office before all law enforcement duties were transferred to the newly established County Police.



1952 Ford Sedan Customline

To supplement this group of 20 used patrol cars, the County Police purchased and equipped 17 new cars during the first year of operation. During the second year, funding was received to purchase 20 more. By the summer of 1959 the annual report noted the department had a fleet of 30 cars that were assigned mainly to the three patrol districts. This annual report also noted that during the previous 12 months the 30 police cars traveled an average of 57,173 miles per vehicle. In 2018, the fleet operated by the County Police consisted of 750 vehicles, with 465 or 62 percent assigned to patrol duties. Today, the average patrol car travels 20,000 miles each year.

In state and local police agencies across the United States the senior command officer, such as the chief, superintendent or director, is the person who has the greatest influence over the appearance, specifications and usage of the police vehicle fleet. This includes the exterior graphics, seals and designations necessary to identify patrol cars as police emergency vehicles. Obviously, police traditions as well as advice and recommendations from the patrol officers and line supervisors are very important when making such decisions and achieving success. For the County Police this has been the case for the past 63 years. As noted in this history report the patrol cars operated by the County Police have been shaped by the following leaders:

<u>Name</u>	<u>Title/Rank</u>	<u>Years</u>
Albert E. DuBois	Superintendent of Police	1955-1956
Raymond W. Hensley	Superintendent of Police	1956-1969
Robert J. di Grazia	Superintendent of Police	1969-1972
G. H. Kleinknecht	Superintendent of Police	1973-1990
Ronald A. Battelle	Chief of Police	1990-2004
Jerry Lee	Chief of Police	2004-2009
Timothy E. Fitch	Chief of Police	2009-2013
Jon M. Belmar	Chief of Police	2013-Present

BACKGROUND/SPECIFICATIONS

Official Police Seals/Logos During the history of the County Police only six seals or logos have been approved for the exterior doors or panels of the marked patrol cars. The seals/logos were intended to designate the police patrol car as an authorized emergency vehicle. The following is a presentation of each seal/logo, in order of adoption, and a brief discussion about its history.



Blue Triangle

As shown above, the Blue Triangle was the first seal/logo selected by Supt. DuBois for the patrol cars operated by the newly established police department. It was constructed using heavy-duty pressed tin and was painted red and white with a blue background. The traditional police color blue provided a nice contrast with the light gray patrol cars and gray Class A uniforms. During the 1950s reflective decals (3M) or special paint graphics were not available. As a result, it was a practice for local police departments, including the County Police, to contract with tin sign makers to provide metal seals or logos for their patrol cars. The vintage records reveal that the Blue Triangle was used from July 1955 to January 1958. An original Blue Triangle tin sign is hanging in the headquarters office of the Chief of Police and Historian.

White POLICE Door

Apparently, the Blue Triangle did not provide the patrol cars with the high visibility desired as the dark blue background and small letters appeared black during evening and nighttime hours. Without the availability of modern reflective decals or paint, the use of white doors allowed for clear presentation of the emergency telephone number (**PA 7 8200**) and the name of the department (**ST. LOUIS COUNTY POLICE**), all in black hand-painted lettering. It was a common practice during the late 1950s and 1960s, as

well as today, for police agencies across the U.S. to use white doors on their patrol cars. The White POLICE Door logo was in use from January 1958 to 1968.

POLICE Triangle

When patrol cars became popular during the early years of law enforcement, the use of the triangle or “keystone” was the common symbol of recognition used by local police agencies. In early architecture/construction the keystone was the stone at the top of the arched doorway or window that keep both sides from collapsing. Therefore, use of the keystone became a symbol for many years to represent the mission of the police - to keep the community safe and held together. Remember the old silent movies about the “Keystone Cops”? In 1968, the County Police returned to using the triangle, but one using a decal with a red background and white letters. This allowed for the prominent presentation of the words **ST. LOUIS COUNTY**, with **POLICE** in a separate panel across the triangle. This third seal/logo was installed on the white doors of each patrol car. The white doors permitted a better method to display; however, the POLICE Triangle seal/logo was used for just four years, from 1968 to April 1972. The only remaining POLICE Triangle is on display in the Chief’s Office.

THE PROUD ONES

After a 17-year history of using three different seals or logos, Supt. di Grazia announced on April 3, 1972 that a new official seal, THE PROUD ONES, would be affixed to all marked patrol cars. The seal, designed by members of the department, retained the triangle or keystone but with varied shades of brown to complement the color brown used for the County Police uniforms and patrol cars. When asked about how THE PROUD ONES slogan came about, Supt. di Grazia recalled the idea came out of a meeting with a “group of patrolmen” where they discussed the poor morale and various problems and issues facing the County Police. During the discussion, one officer reminded di Grazia that at one time the County Police was considered the proud ones (among area law enforcement agencies). The decision to adopt the new slogan/seal was because he felt it was an excellent representation of the County Police and what the department hoped to achieve long term. It was also considered to be an excellent motto for recruiting young men and women to join the department. This seal, which was also a decal, was in service for over 20 years, 1972 to 1993. An original THE PROUD ONES seal is on display in the Historian’s office.

TO SERVE AND PROTECT

During the 1993 change from brown to white patrol cars, and implementation of the Community Oriented Policing Program, Chief Battelle approved a modification of the existing seal/logo to includes the words TO SERVE AND PROTECT. This four-word statement reflected the goals of the newly adopted community policing program. The other features of the previous seal/logo, including the triangle and color remained a part of the new seal. With this change a new tradition for the County Police had been established - the use of the color red for the word **POLICE** when identifying a County Police patrol car. Webster’s New Collegiate Dictionary defines tradition as – “*the handing down of information, beliefs, and customs by word of mouth or by example from one generation to another without written instruction.*” A review of the 16 patrol cars in the appendix will illustrate the continued use of red to identify County Police

patrol cars. From 1993 to 2000, THE SERVE AND PROTECT seal/logo represented the overall mission of the department very well. One of the seals is on display in the Historian's Office.

County Police PATCH

In recognition of year 2000 as the 2nd millennium, the department designed and approved a new shoulder patch for the police uniform, replacing a patch (see photo below) that had been in service for 40 years, from 1960 to 2000. The design of the new County Police PATCH followed the style of a police badge, but incorporated the previous seal/logo and added in large letters the word POLICE at the top of the seal. Following the change to the new uniform shoulder patch, a decision was made to place the new County Police PATCH on all of the patrol cars as a part of the graphics and markings and replacing THE SERVE AND PROTECT seal/logo. Upon close examination the reader will find the words ST. LOUIS COUNTY presented three times.



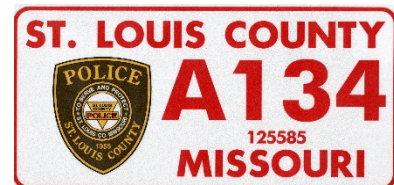
Designation During the history of the County Police there have been three primary license plate designs for the front and rear plates. The plates were reused whenever the patrol car was sold. The three primary designs are presented below.



1955 to 1960



1960 to 2001



2001 to Present

One reason why each County Police patrol car includes a designation is that the Missouri motor vehicle registration law requires two license plates to be displayed, front and rear of each vehicle, including police patrol cars. However, the licensing regulation permits St. Louis County to issue its own license plates, including a designation or numbering system. When the department acquired its first new patrol car, a 1956 Ford Mainline (1), license plates with an identification number (1) were installed on the front and rear bumpers. In addition, the number 1 was painted on the front fenders and a Blue Triangle tin police sign was attached to both doors. In 1956 there were a total of 30 police vehicles to serve the patrol, investigative and administrative functions of the newly created department. To accommodate the increasing size of the police fleet starting in the early 1970s, the patrol car number designation had to be expanded from two digits to a three-digit system, e.g., 112, 234.

With the establishment of the Personal Car Program in 1977, the number of marked patrol cars in use and visible each day increased significantly. At the same time, the number of police precinct stations increased from three to five requiring a new designation system to give the public and police personnel better means of identification of the cars. The answer was the use of a letter designation to precede the car number. For example, A123 a car assigned to the 1st Precinct. It was during implementation of the Personal Car Program that a precinct designation was added to both sides and the rear section of each

patrol car. During the 1990s, with an increase in the number of municipal police service contracts as well as an increase in special units, the letter designation system had to be expanded. The St. Louis County Government required in 1993 that the vehicle/property inventory number be added to the police license plate. This addition permitted the St. Louis County Highways Department, which provided vehicle repair and maintenance for the County Police, to maintain accurate records and costs of such service.

2018 Patrol Car Designations

A	1 st Precinct, North County
B	2 nd Precinct, Central County
C	3 rd Precinct, Affton-Southwest
D	4 th Precinct, South County
E	Special Units
F	City of Fenton Contract
G	City of Wildwood Contract
H	7 th Precinct, West County
J	City of Jennings Contract
T	Tactical Operations
S	School Resource Officer

When the County Police initiated the police helicopter program in July 1970 it was decided to place the three-digit patrol car number on the roof of each patrol car to assist helicopter observers to direct police officers on the ground during an emergency. The roof number was the same as the patrol car designation number. During a 1980 survey the helicopter pilots/observers were asked if the roof top numbers were still a necessary tool. The answer was consistently no! Therefore, the decision was made to discontinue the expense of installing roof numbers. By 2005 the nature of local policing was changing due to increased incidents of violent and non-violent civil disobedience.

The increasing number of requests for the new Metro Air Support Unit to direct police assets from the air required the reinstallation of roof numbers (black non-reflective numbers) on all patrol cars. As the Metro Air Support Unit now provide air support services in St. Louis County, St. Louis City, and St. Charles County, the need to identify patrol cars from the air became very important. For more information about the police helicopter program see the St. Louis County Police website stlouiscountypolice.com, Who We Are, Our History, "[Mountie One](#)" for a historical review of the police helicopter program, including The Metro Air Support Unit established in July 2004.

Police Package Any discussion about police patrol cars has to include the subject of the police package, a vehicle especially assembled for law enforcement use. In most cases the police package was based on a civilian version of the vehicle, with additional or upgraded components and parts to permit high speed pursuits and/or heavy-duty usage. The typical police package would include an upgraded engine, heavy duty suspension, brakes, cooling systems, electrical systems, and other items. Most of these upgrades are intended to improve durability, not performance.

When the County Police began purchasing new patrol cars in 1956, the three large manufacturers (Ford, General Motors, and Chrysler) offered the police package. Although the purchase records for this period are not available, several County Police retirees verified that new patrol cars came with the police package, including the larger engines in some years. The emphasis was not on engine performance or high speed, but on fuel economy, durability and vehicle costs per mile driven. By the 1980s and 1990s,

the number of police packages available from the manufacturer began to shrink. By 2018, the high-performance V-6 engine would be standard requirement when purchasing new patrol cars.

Emergency Lights/Siren The first new County Police patrol cars were equipped with the “Beacon Ray,” a roof mounted single rotating red-light light manufactured by the Federal Company. The first emergency siren (mechanical) was mounted under the hood and, as reported by the retired patrol officers, would cause a major drain on the car battery when activated. The beacon red light and siren operated independently of each other. A frequent experience was to have the mechanical siren still blaring after the patrol officer exited the patrol car to handle an emergency. As described in the appendix, several improvements in the emergency lights and sirens have taken place during the past 60 plus years. The first significant change was the introduction of two rotating beacon red-lights and electronic siren mounted on a detachable roof rack or light bar. By the early 1970s the red-lights and siren were mounted on the light bar that was now encased in a plastic cover for protection from the weather and/or damage.

The patrol cars placed in service in recent years have been equipped with the most advanced emergency light system and electronic siren available. The Whelen Liberty II light bar offered RED-BLUE emergency lights using LED modules. The Liberty II model is a low-profile light bar, 48 inches in length, that includes the important LED “take-down” and “alley” lights. The electronic siren and speaker were returned to the front grill area of the car. In addition to the low-profile roof-mounted light bar, the 2018 patrol cars have additional emergency lights mounted in the grill, head lights, tail lights, rear license plate holder, above the rear window, rear side windows, and both outside mirrors. The County Police has adopted a unique feature concerning the roof mounted light bar. It is the only police department in the metropolitan area where the **BLUE** light section of the light bar is mounted over the driver’s side, with the **RED** light over the passenger side. It is the reverse for the other area police patrol cars.

Air Conditioning It was in June 1968 when the now defunct *St. Louis Globe-Democrat* undertook a public campaign to encourage local governments, including St. Louis County, to install air-conditioning in all the police patrol cars. Patrol officers had to work during the months of June through September with the 90-degree plus temperatures and high humidity without the benefit of air-conditioning. As one police retiree noted - “it was miserable!” The *St. Louis Globe-Democrat* also reported not only would the patrol officers’ benefit, but members of the public as well. “Often traffic violators are asked to sit in the patrol car while their tickets are being written.” One year later, in May 1969, the Board of Police Commissioners approved air-conditioning in all patrol cars at a cost of \$287 per vehicle. It was anticipated that air conditioning would increase the trade-in value of each used patrol car by \$200. The Board Chairman, Norman C. Parker, said that he expected the air-conditioners to “increase department morale” followed by an increase in officer efficiency and productivity. Since 1969 all County Police vehicles have been equipped with air-conditioning.

Paint As described in the appendix, the paint color used for County Police patrol cars has changed three times since 1955 (gray, brown and white). The best information available reveals the 16 vehicles inherited from the Sheriff’s Office were gray in color. Therefore, new patrol cars purchased (1956 Plymouth Savoy) for the first fleet were also painted gray. The use of gray lasted until the summer of 1960 when the County Police phased out the gray Class A uniforms and adopted brown as the basic color for uniforms and accessories. Why? Brown was the primary color used by sheriff and county police departments across the United States. At the same time of the uniform change in color, brown was also adopted for all the vehicles assigned to patrol duties. Patrol cars purchased between 1960 and 1975 came with the brown paint offered by the manufacturer. As a result, a group of County Police

patrol cars on a parking lot would be observed with several shades of brown, with each shade representing a different year of manufacture. When it was learned that a specific (numbered) Dupont “County Police Brown” paint could be specified, all cars for the next 17 years had the same exact color brown.

The change to white patrol cars occurred in 1993 when Chief Battelle requested a study to consider the advantages of white versus brown patrol cars. The results of the study indicated that white cars, compared to the County Police brown, would increase officer safety as well as the value at the time of trade-in. The white could be more visible than brown during hours of darkness and inclement weather. The trade-in value would also improve as white is more popular among used car buyers. “Who would want to purchase a used car painted the County Police brown? The vintage records reflect that the used white patrol cars generated a high price by companies seeking police vehicles to be used as taxi cabs.

Reflective Decals

In Missouri there are no statewide regulations concerning the graphics and/or color schemes used by local police agencies. As a rule, a member of the public or motorist can associate a color scheme or markings on a patrol car with a specific police agency, e.g., Missouri Highway Patrol, St. Louis County Police. Before each new County Police patrol car is ready for service it is sent to a contract vendor who is responsible for applying all seals/logos and lettering using the 3M reflective decals, produced by the vendor, to the specifications provided. This contract service would include the license plates. The durability and longevity of the 3M decals is excellent as the vendor provides the department with a five-year warranty.

Equipment The following chart provides a comparison of the types of emergency equipment carried in each patrol car in 1958 versus 2018, a significant change over a 60-year period.

1958 *	2018 *
GE three-way radio	Motorola APX two-way radio
Spotlight, mirror on left door	Remington 870 12-gauge shotgun & rack
Winchester 97, 12-gauge shotgun & rack	Rock River AR-15, 5.62m rifle
Fire extinguisher	First aid & trauma kit, emergency blankets
First aid kit, 2 blankets, rubber sheet	Highway flares & traffic cones
Poison antidote kit	Fire extinguisher
Waterproof blanket bag	“Spit Sock Hood”
Set of skid chains, length of rope	Riot helmet, shield, shin guards & baton
25-foot measuring tape	Ballistic plate carrier
Accident template	“Stop Stick”

*Partial list of equipment

The sections of rope used in 1958 were for roping off areas, and other places where crowds might gather, or for public safety to prevent interference with officers or firemen in the performance of their duties. In the vehicles assigned to the field sergeants, in addition to the 1958 list, there was a fingerprint kit and evidence container kit.

The 2018 list of equipment includes several items that address violent or disruptive behavior a patrol officer may come into contact with while performing his/her duties. There are two on the above list, the “Spit Sock Hood” and “Stop Stick,” that require further explanation. The simple threat of or actual spitting at a patrol officer is an incident the officer cannot prevent, but has come to accept. The spit

sock was designed to manage such spitting incidents. Use of the sock prohibits spitting, catches blood, vomit and other bodily fluids, and keeps the patrol car clean. It also helps to curb aggressive behavior, allows an officer to see the arrestee's face, and reduces exposure to human diseases. The "Stop Stick" is a tire deflation device that permits patrol officers, following departmental procedures, to bring under control a vehicle involved in a high-speed pursuit. The deployment of the sticks occurs well-ahead of the approaching subject vehicle using high speed to escape apprehension. When the subject vehicle hits the stop stick device, Teflon coated quills penetrate the tire and acts as valves to release the air at a controlled rate.

Personal Car Program The Personal Car Program introduced by the County Police in early 1977 reinforced the value of marked patrol cars in establishing a highly visible police department. The "take home car" program began with 91 additional new patrol cars and was fully operational by September 1977 with 178 cars. The vast majority of the new patrol cars were the 1977 Dodge Monaco. See photo below taken at the 1st Precinct located in north St. Louis County. Forty years later, in 2018, there are 246 patrol cars assigned to this program.

The program allows qualified police officers and supervisors to use their patrol cars during off-duty hours to conduct personal business thereby increasing visibility of the County Police, or police in general. However, each participating officer is required to monitor radio calls when the vehicle is in use and to respond to emergency calls-for-service or assistance. The objectives of the program are: (1) to increase the visibility of marked patrol cars as a deterrent to crime and create more contacts with the



public; (2) to improve response time to crimes-in-progress thereby increasing the apprehension of offenders; (3) to provide prompt availability of equipment when mobilizing police officers in the event of an emergency or disaster; (4) to eliminate use of on-duty or overtime for obtaining gas/oil, minor repairs, and maintenance of the personal patrol cars; (5) to increase the life expectancy and trade-in value of the cars and reduce maintenance costs; and (6) to provide greater flexibility in the assignment of police officers for special events and programs. The precinct captains were appointed as the official responsible for administering/assigning the personal patrol cars.

An early evaluation of the program showed a 40 percent increase in visibility of moving marked patrol cars, and a 145 percent increase in the number of public contacts. Likewise, the maintenance of the personal cars compared to pool cars showed a 25 percent lower cost. The program continues to receive support as it has successfully accomplished the original objectives.

*"The name on your patch represents who hired you.
The name on your nameplate represents who raised you...
Represent them both with honor and integrity."*

- Author unknown -

APPENDIX

Attached are photographs/descriptions of 16 different patrol cars operated by the St. Louis County Police Department since 1955. The patrol cars selected for this history report best represent the different schemes or markings, including seals and logos, adopted by the department in an attempt to identify the patrol cars as authorized emergency police vehicles. As improvements in reflective tape, decals and other technology became available to state and local police agencies, they were quickly adopted by the County Police.

««« « ◊ »»»»

1956 Ford Mainline – Car 1

1956 Plymouth Savoy – Car 4

1956 Plymouth Savoy Suburban – Car 8

1960 Ford Fairlane 500 – Car 10

1968 Ford Custom 500 – Car 15

1969 Dodge Polara*

1972 Plymouth Fury – Car 115

1977 Dodge Monaco*

1985 Chevrolet Impala – Car C530

1990 Chevrolet Caprice – Car E535

1992 Chevrolet Caprice – D414

1993 Ford Crown Victoria – Car B206


2000 Chevrolet Impala LS – Car E500

2002 Chevrolet Impala– Car E661


2014 Dodge Charger – Car D435

2018 Ford Explorer – Car G487


***Car Number Unknown**

1956 Ford Mainline – Car 1	Specifications
	<p><i>Style:</i> 2-door sedan</p> <p><i>Engine:</i> In Line 6</p> <p><i>Displacement:</i> 223.5cid</p> <p><i>Horsepower:</i> 173</p> <p><i>Length:</i> 198.5”</p> <p><i>Paint:</i> Gray</p> <p><i>Cost:</i> \$1,699</p>


This 1956 Ford, driven by Patrolman Edwin Wagner, illustrates the utilization of the tin Blue Triangle seal/logo attached to both doors. With the No. 1 designation on the front fender and license plate, it is reasonable to conclude that this was the first new patrol car purchased for the County Police. It is important to point out that Car 1 is a 2-door sedan, not a 4-door. During the 1950s and early 1960s it was the standard practice to transport prisoners in the front seat; therefore, saving the higher cost of a 4-door. It was later determined 4-door sedans provided improved safety for both the prisoner and the patrol officer. The twin spot lights indicated the car could be used for “two-man patrol duties.”

1956 Plymouth Savoy – Car 4	Specifications
	<p><i>Style:</i> 2-door sedan</p> <p><i>Engine:</i> V-8</p> <p><i>Displacement:</i> 268.3cid</p> <p><i>Horsepower:</i> 180</p> <p><i>Length:</i> 204.8”</p> <p><i>Paint:</i> Gray</p> <p><i>Cost:</i> \$1,778</p>


With its V-8 engine and manual transmission, this 1956 Plymouth was the first fleet vehicle purchased for the new department. The large V in the grill made a statement about the powerful V-8 engine. The hood ornament looked like a jet plane, but had two wings attached to an abstract boat (Plymouth logo). Note the airfoil rear fenders that tail off into space leaving no doubt as to which way this patrol car was traveling. The police package included heavy duty springs, shock absorbers, and springs in both sections of the seats. A large 70-amp battery handled the power needed for the tube-type radio, red light and mechanical siren. The tin Blue Triangle logo has been mounted on each door and, in large white letters, POLICE, ST. LOUIS COUNTY painted on the rear section.


1956 Plymouth Savoy Suburban – Car 8	Specifications
	<p><i>Style:</i> 4-door station wagon</p> <p><i>Engine:</i> V-8</p> <p><i>Displacement:</i> 276.1cid</p> <p><i>Horsepower:</i> 187</p> <p><i>Length:</i> 204.8”</p> <p><i>Paint:</i> Gray</p> <p><i>Cost:</i> \$1,925</p>


In 1955 the quality/reliability of emergency ambulance service in St. Louis County was poor or non-existent. The local mortuaries provided an emergency service which consisted of transporting the injured/sick person to the nearest hospital without providing basic medical care at the scene or during transportation. The County Police accepted the challenge to provide improved service for the unincorporated area by acquiring two station wagons among the first fleet of patrol cars, one assigned to the North District and the other to the South District. The basic medical equipment in each station wagon/ambulance consisted of a first-aid kit, inhalator-respirator, and stretcher. In this photo Supt. DuBois is pointing out special features of the Plymouth Suburban to members of the Police Board.

1960 Ford Fairlane 500 – Car 10	Specifications
	<p><i>Style:</i> 2-door Sedan</p> <p><i>Engine:</i> V-8</p> <p><i>Displacement:</i> 291.3cid</p> <p><i>Horsepower:</i> 185</p> <p><i>Length:</i> 213.7”</p> <p><i>Paint:</i> Brown (white doors)</p> <p><i>Cost:</i> \$2,228</p>


By 1960 the tin Blue Triangle had been discontinued and replaced with the hand painted White POLICE Door logo. The white lettering for the trunk lid and front fenders was made of Scotch-lite, a reflective type material. Because the length of the 1960 Ford was 119 inches, the designers added small markers on the front fenders so the patrol officer could see where the fender ended. Although not visible in the photo, this Ford had twin head lights and large “fins” above the rear fenders contributing to its streamlined appearance. The use of the roof mounted single rotating red-light continued. However, a roof-mounted speaker was added to expand the audible range of the emergency siren.

1968 Ford Custom 500 – Car 15	Specifications
	<p><i>Style:</i> 4-door Sedan</p> <p><i>Engine:</i> V-8</p> <p><i>Displacement:</i> 389cid</p> <p><i>Horsepower:</i> 315</p> <p><i>Length:</i> 213.3"</p> <p><i>Paint:</i> Brown (white doors/roof)</p> <p><i>Cost:</i> \$2,2741</p>
<p>Car 15 represents a change in both the color of the patrol car and seal. The white roof was added to improve recognition and lower the interior temperature as white reflects the hot rays of the sun. Air conditioning, as noted previously, was not installed until 1969. To improve the identification, the car number was moved to the white door. With the availability of the new weather resistant decals, the black lettering was replaced with a decal with white letters on a red background. The word POLICE was added to the trunk lid. A new roof bar/rack holding two emergency rotating red lights was another big improvement. With the new siren/PA speaker mounted on the bar above the driver, patrol officers often complained that when the siren was activated it would drown out the police radio.</p>	


1969 Dodge Polara	Specifications
	<p><i>Style:</i> 2-door hard top</p> <p><i>Engine:</i> V-8 overhead valve</p> <p><i>Displacement:</i> 317.5cid</p> <p><i>Horsepower:</i> 230</p> <p><i>Length:</i> 220.3"</p> <p><i>Paint:</i> Brown</p> <p><i>Cost:</i> \$3,297</p>
<p>When asked, one retiree pointed out this Dodge Polara was assigned to the traffic enforcement duties. Another retiree reported the Polara was a high performance (fast) patrol car and difficult to keep on the highway. He said, "It would go so fast you struggled to keep it traveling straight." The POLICE Triangle decal continues on the doors; however, this car lacks the designation number on the side panels. Due to the safety factor and cost, use of hard tops by the police during this period was not common. For precinct patrol duties, a 4-door version of the Dodge Polara with all the markings and designations was utilized. As air conditioning was now an approved accessory, and a new seal/logo had been adopted, the white roof and doors no longer accomplished their purpose. Utilizing one color of paint from the factory would save about \$200 per patrol car, plus increase the trade-in value.</p>	


1972 Plymouth Fury – Car 115	Specifications
	<p><i>Style:</i> 4-door sedan</p> <p><i>Engine:</i> V-8 overhead valve</p> <p><i>Displacement:</i> 317.5cid</p> <p><i>Horsepower:</i> 150</p> <p><i>Length:</i> 217"</p> <p><i>Paint:</i> Brown</p> <p><i>Cost:</i> \$3,211</p>

The markings on this 1972 Plymouth are limited to a new County Police seal/logo on the front doors, car number on the front fenders, and a reflective POLICE decal on the rear trunk section. The new style roof rack includes two rotating red lights and siren/speaker encased in a plastic cover. The use of snow tires to improve traction during the winter months was a common practice during the early years of the department. Introducing THE PROUD ONES seal is Supt. di Grazia who is kneeling on the right. Captain Lloyd Armfield is in the driver's seat, with Captain William Carson observing on the left. This seal/logo would continue in use for the next 21 years.

1977 Dodge Monaco	Specifications
	<p><i>Style:</i> 4-door sedan</p> <p><i>Engine:</i> V-8</p> <p><i>Displacement:</i> 359.9cui</p> <p><i>Horsepower:</i> 155</p> <p><i>Length:</i> 218.4"</p> <p><i>Paint:</i> County Police Brown</p> <p><i>Cost:</i> \$3,910</p>

Next to the 1977 Monaco is former Police Officer Ray A. McDonough and his family. McDonough had just received the keys to a new personal patrol car, one he could use during off duty hours to conduct certain types of personal business. When parked next to his home it was not unusual for a neighbor to knock at the door seeking help or advice on how to handle a family or neighborhood problem. The most common use as a family was traveling to the super market for groceries, as well as other nearby errands. As with on-duty officers, it was a frequent event to be stopped while driving by someone seeking assistance or reporting a minor issue. McDonough also reported that his Monaco performed excellent as patrol car. Although blocked by the three children, the Monaco was noted for the stacked quad headlights and the split grille with two side-by-side inserts.


1985 Chevrolet Impala – Car C530	Specifications
	<p>Style: 4-door sedan</p> <p>Engine: V-6, 4.3L EFI</p> <p>Displacement: 262.4cui</p> <p>Horsepower: 130</p> <p>Length: 212.2"</p> <p>Paint: County Police Brown</p> <p>Cost: \$9,759</p>
<p>Standing next to his new 1985 Impala, with the County Police Brown paint, is Police Officer Tim Fitch who had been assigned C530 as a member of the Personal Car Program. Although this was a nice appearing patrol car, Fitch reported that the vehicle’s performance was considered poor. For example, during Code 3 runs on the interstate highway other civilian vehicles would pass C530 due to its small V-6 engine not capable of high speeds. During the first year of usage the patrol car had to be towed seven times due to a starter problem that could not be resolved. A good feature was the large trunk capacity capable of storing safely all the required police equipment. Also, this was the first year the County Police patrol cars came with an AM/FM radio.</p>	


1990 Chevrolet Caprice – Car E535	Specifications
	<p><i>Style:</i> 4-door sedan</p> <p><i>Engine:</i> V-6, 4.3L EFI</p> <p><i>Displacement:</i> 262.4cui</p> <p><i>Horsepower:</i> 140</p> <p><i>Length:</i> 212.8”</p> <p><i>Paint:</i> County Police Brown</p> <p><i>Cost:</i> \$14,525</p>


This is the first County Police patrol car to introduce 3M reflective graphics on the doors and side panels. The improvement was added in 1990 and intended to increase visibility as an emergency vehicle during the day and at night. The idea came to Supt. Kleinknecht from similar reflective graphics used by the Kentucky State Police during the late 1980s. Previously, the car designation numbers were located near the front section of each patrol car. Now the designation appears on the rear fender to accommodate the new two-color strip of reflective graphics. The light bar continues to contain two rotating red lights versus the current light that has red and blue emergency lights. The General Motors designers placed a “4.3 Fuel Injection” emblem near the front parking lights to emphasize the high performance of this Caprice.


1992 Chevrolet Caprice – Car D414	Specifications
	<p><i>Style:</i> 4-door sedan</p> <p><i>Engine:</i> V-8</p> <p><i>Displacement:</i> 305cui</p> <p><i>Horsepower:</i> 172</p> <p><i>Length:</i> 214.1”</p> <p><i>Paint:</i> White</p> <p><i>Cost:</i> \$17,300</p>

Another big change in the appearance came in 1992 when the white paint replaced the brown; thereby, increasing officer safety and trade-in value. This model Caprice had a nickname - “The Bathtub” - because of its length (214”) and the rear wheel well openings. It was also notorious for having the hubcaps fall off while on patrol. Reflective decals continued in use to improve visibility and safety, but now extends from front wheel to the rear bumper. Neighborhood names (Oakville, for example) were placed above the seal/logo in support of the Community Oriented Policing Program that began in 1991. The project concentrated patrols in residential neighborhoods. As noted, only small letters in the seal/logo identify the car as a St. Louis County Police patrol car. This issue was corrected in 1993.


1993 Ford Crown Victoria – Car B206	Specifications
	<p>Style: 4-door sedan</p> <p>Engine: V-8, 4.6L</p> <p>Displacement: 280.3cui</p> <p>Horsepower: 210</p> <p>Length: 212.4”</p> <p>Paint: White</p> <p>Cost: \$20,115</p>
<p>Car B206 displays the newly designed seal/logo for the County Police, “TO SERVE AND PROTECT,” using the same triangle format, but replacing previous seal/logo at the top. The reflective graphics remain on the doors and side panels, but now extends from the parking lights to the tail lights. Based on a requirement from the St. Louis County Government, the words ST. LOUIS COUNTY were added to each marked patrol car. The “DIAL 911” decal has been removed from the trunk section and placed on the rear fender as an integral part of the red reflective strip or decal. Interviews with police retirees suggested that the Ford Crown Victoria, based on performance and appearance, was a most popular police patrol car from 1992 to 1997.</p>	

2000 Chevrolet Impala LS – Car E500	Specifications
	<p>Style: 4-door LS sedan</p> <p>Engine: V-6, SFI</p> <p>Displacement: 231.4cui</p> <p>Horsepower: 200</p> <p>Length: 200”</p> <p>Paint: Bright White</p> <p>Cost: \$19,629</p>
<p>This 2000 Impala LS presents another change in the appearance for County Police patrol cars. The long reflective red stripe or decal on the side panels still runs the length of the car, but has been reduced in width. There is also greater emphasis, using large red letters, that this patrol car is operated by the COUNTY POLICE. To identify E500 as belonging to the Personal Car Program, the designation RESIDENT OFFICER was added above the front wheel. When the police accreditation was obtained in November 1998, this proud achievement was now displayed on the rear fender panels. The words Saint Louis above COUNTY replaces the previous abbreviation for St. Louis.</p>	

2002 Chevrolet Impala – Car E661	Specifications
	<p>Style: 4-door sedan</p> <p>Engine: V-6</p> <p>Displacement: 231.4cui</p> <p>Horsepower: 200</p> <p>Length: 200"</p> <p>Paint: White</p> <p>Cost: \$20,325</p>
<p>After 10 years in use the TO SERVE AND PROTECT seal was replaced with the County Police PATCH, the same shoulder patch as worn by the patrol officers. This 2002 Impala had a nickname, the “Ketchup and Mustard Car” because of the slopping red reflective decal similar to ketchup and the lower yellow strip that looked like mustard. This design was not popular and only lasted one year. The use of the low-profile red/blue emergency roof light bar was reported to be an improvement over the previous larger version. The car number (E661) and Resident Officer designation has been moved to the front fenders. To quickly remove disabled vehicles from the roadway, the “Buddy Bumpers” were added to the patrol cars assigned to the Highway Safety unit.</p>	

2014 Dodge Charger – Car D435	Specifications
	<p><i>Style:</i> 4-door sedan</p> <p><i>Engine:</i> Hemi V-8, 5.7L</p> <p><i>Displacement:</i> 345cui</p> <p><i>Horsepower:</i> 370</p> <p><i>Length:</i> 199.9”</p> <p><i>Paint:</i> White</p> <p><i>Cost:</i> \$24,554</p>

A decision was made by Chief Belmar in 2014 to return to a previous reflective graphic scheme used for the 2000 Chevrolet Impala. This Dodge Charger looks very similar. However, number (**D435**) had been moved to just below the spot light, and Resident Officer reference has been deleted. The low-profile light bar remains, but gives the appearance of all one color - no red and blue lights as in the 2002 Impala. If this 2014 Charger resembles (looks fast) the patrol cars operated by the Missouri Highway Patrol, it is because they were purchased off the State contract. By purchasing a large number of patrol cars at one time, the Missouri purchasing agent is able to obtain a very low price.

2018 Ford Explorer – G497	Specifications
	<p><i>Style:</i> 4- door SUV</p> <p><i>Engine:</i> V-6, 3.7L</p> <p><i>Displacement:</i> 212.9cui</p> <p><i>Horsepower:</i> 290</p> <p><i>Length:</i> 198”</p> <p><i>Paint:</i> White</p> <p><i>Cost:</i> \$29,300</p>

In 2018 the County Police had 14 contracts with municipalities for full police services. To display this partnership, the name of the municipalities was added to both sides of the patrol car, e.g., **City of WILDWOOD POLICE**. The Ford Explorer SUV has shown to be more effective as a patrol car when compared with a 4-door sedan (e.g., Ford Taurus). As an illustration, the SUV sits much higher and provides an officer with a better view of an emergency. With a larger storage area in the rear section, all the special equipment listed on page 7 can be safely housed. The accreditation logo has been moved to the tail gate. Standing next to **G497** are Police Officers Curtis Ratlif and Bernard Widdis. It is anticipated that all future patrol cars will be SUVs.

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