



West Virginia Historical Society

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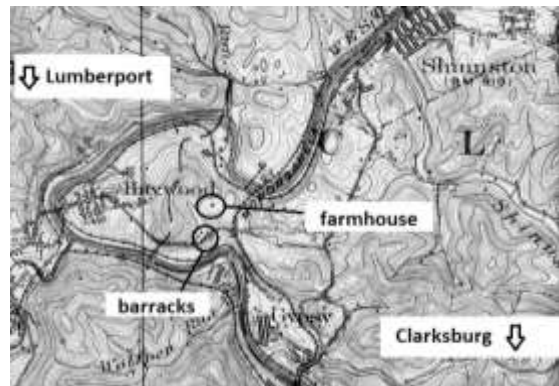
Training Troopers and Their Mounts at Haywood Junction, 1922-1933 Merle T. Cole

For over eleven years, the West Virginia State Police operated a training camp southwest of Shinnston, Harrison County. As the state highway system matured and “motorization” replaced horsepower, the facility changed its focus to instruction in automobile and motorcycle patrolling. Haywood Junction also served as a company headquarters until technology and the Great Depression compelled relocation.

The State Police—or Department of Public Safety (DPS), as it was officially designated when created by the legislature in 1919—relied on horses for patrolling the state’s rugged terrain in its earliest days. In his 1920 report to the governor on DPS operations, Supt. Jackson Arnold had recommended that, “in the absence of a National Guard the Department be granted the use and benefit of the state-owned target range at Caddell, in Preston County. This property is ideally suited for a training camp, for pasturing horses and for the growing of forage for horses.”¹ Although the Guard had gone out of existence after the World War, the adjutant general did not want to lose this valuable property. Colonel Arnold’s bid to acquire Caddell proved unsuccessful, but an equally agreeable facility came into DPS hands shortly.

The emphasis on horses arose from a virtual lack of paved roads. In 1910, West Virginia had only 300-400 miles of surfaced highways, fewer than 20 miles of which were paved. There were also short stretches of brick or macadamized roads. A 1914 report by the

state road bureau proclaimed that West Virginia had “the worst roads in the United States.” Six years later, the state reported only some 1,200 miles of paved roads available for use by its 89,664 registered motor vehicles.²



Haywood Junction area on extract from U.S. Geologic Survey, Clarksburg, W. Va., 1925, 7.5-minute topographic quadrangle. Location of Jefferson Bartlett farmhouse and houses used as Company A barracks are indicated.

The stipulation in Section 7 of the DPS Creative Act that recruits be able to ride horseback is therefore not surprising. Colonel Arnold initially had difficulty purchasing enough horses. But he was able to report in 1922, “The policing of rural communities has become a simple problem since the acquisition of...horses.”³

The initial group of DPS appointees, assembled in Charleston, were sent to Pickens, in Randolph County, for a “short course of instruction” before being dispersed across the state to do their work. Thereafter, personnel turnover was so frequent that

any sort of instruction—other than on-the-job training—was virtually im-possible.⁴ To oversee implementation of his training plans for the department, Colonel Arnold turned to Capt. James R. Brockus, commanding officer of Company B at Williamson and retired professional Army officer. Arnold explained his training goals for the department in a 23 July 1923 letter.

Confirming our several talks on the question of establishing a school for members of the department, specifically for men newly joining, [sic]—I am more anxious to get same started as soon as possible than any other one matter connected with the department, and that means that you will have to go up there [Haywood Junction] to at least see that it gets started off on the right foot.

As I see the matter it is most essential that new men be first impressed with the necessity of using judgement [sic] in making arrests, courtesy in the treatment of citizens—especially women, and the maintaining of proper discipline in the organization. In all these points you are well qualified to instruct.

Personally, I have ever regarded the upper end of the state as the most desirable as a station and I am sure the people up there will be glad to have you, especially judging [sic] from the large number who have expressed to me a desire to meet you.

Another point, if there are any men now with you that you desire to take with you I will gladly transfer them. And while on this question I believe a pretty general shifting of men would be a good thing for the organization. I am negotiating for an experienced



Original Jefferson Bartlett farmstead. Courtesy West Virginia State Police, hereafter WVSP



The bunk and mess quarters of Company A, looking northeast. Note dirt road, Monongahela Valley Electric interurban rail line toward Lumberport, and trooper standing in foreground, and hills in background. The typed caption erroneously ends occupancy in 1932. Courtesy WVSP



The camp and Company A headquarters “taken from hill in rear,” date unknown. Horse barns are at left center, and original Jefferson Bartlett farmhouse at right center. Upright posts to support rifle targets are in center foreground. Courtesy WVSP

retired detective of one of our larger cities to come to instruct in the policemen [sic] art and the superintendents of state police of other states have offered the services of some of their trained men, as have also several prominent attorneys of Clarksburg and Fairmont offered their services as lecturers on criminal law, ect.[sic]⁵

Capt. Walter W. White relocated Company A headquarters from Elkins, in Randolph County, to Haywood Junction, in June 1922. The DPS had entered into an indefinite lease on the Jefferson Bartlett farm. A modern stable “with accommodations for 24 horses has been built in addition to the old Bartlett stable, which had accommodations for 14 horses.” And, most relevant to this study, “The headquarters farm is a training station for troopers, who are required to study a course in civil government while stationed there. They also have plenty of opportunity for target practice.” Its location “on the traction line between Clarksburg and Fairmont, is only a short distance from the Baltimore and Ohio railroad, and on an improved highway. All these facilities make it possible for Captain

White’s men to get anywhere in their jurisdiction in the shortest possible time either by electric or steam roads, or by automobile.” There was pasturage for 42 horses, and Colonel Arnold announced that “all the horses for the West Virginia state police will be sent to company [sic] A for training in police duties.

Picked riders from the force throughout the state will be located there to ‘break’ the new ones.”



Horses being “trained to fire;” shielding their rider was often essential to the trooper’s survival in combat. Courtesy WVSP



Some of the DPS’ best riders were assigned to Haywood Junction as horse-breakers and instructors. Courtesy WVSP



Everything is kept spick and span, and already the place looks like a military academy. There are three frame buildings there that are to be used as barracks, and in the winter will house a police school. Officers of the state police, as well as men skilled in criminal research from outside the state, and professors from the University of West Virginia will be asked to address the men on police work. Colonel Arnold stated that the school will not be for state police alone, but police departments of every municipality in the state will be invited to send policemen there for further schooling.⁶

In January 1923 Capt. Antoine A. “Tony” Gaujot replaced White as Company A commander. Gaujot was a veteran of the Philippine Insurrection where his gallantry resulted in award of the Medal of Honor. He and his brother, Julien E., comprise the only set of West Virginia siblings to receive that distinguished award. Official records show that in May 1924, Captain Gaujot was “attached” to Company D on the Boone-Logan counties border,

while still commanding at Haywood Junction. He apparently maintained the dual command role even after Hobart A. Brown was promoted to captain in Company A in November.⁷

The State Police vacated Haywood Junction in late 1933, as a result of seriously reduced appropriations stemming from the Great Depression. For the fiscal year ending 30 June 1932, the legislature cut funding nearly 26 percent—from \$432,500 to \$320,000. The agency “tightened its belt” by conducting a reduction in force (35 officers separated) and instituting other economies. Although statutes authorized between 188 and 288 personnel, there were only 125 officers on board at the end of the fiscal year. The troopers were distributed among 50 sub-patrol stations, later called detachments, subordinate to Companies A (Haywood Junction), B (Williamson), C (Beckley) and D (Parkersburg).

Additional budget reductions forced Presley D. Shingleton, appointed superintendent on 8 March 1933, to drastically restructure the organization. On 1 July, Shingleton announced that, pursuant to executive order, the four companies were being consolidated into two. While no officers were separated, several were reduced by one rank to fit into the new structure. Furthermore, the number of sub-patrol stations was cut



Above: Marksmanship was another essential skill; troopers are firing Springfield .30-calibre rifles; a Thompson .45-caliber submachine gun leans against the spotter’s stand. Below: Learning the wide array of laws to be enforced. Both photos courtesy WVSP



from 48 to 31. This action complicated response time and delivery of police services, but netted significant savings because all DPS facilities were leased or rented in those days. In addition to grouping officers more closely together, the reorganization changed the agency’s mission to “consist mainly of highway patrol and work on major crimes. The old system whereby they did general police work in the towns where they were stationed is to be abandoned.”

The superintendent also announced that, following consolidation, “Company A headquarters will be in the vicinity of Shinnston and Capt. James R. Brockus, now located in Parkersburg, will move to that station...” The company would be “held responsible for proper policing of the thirty-one (31) counties in the northern part of the state” through district headquarters at Elkins, Elm Grove, Fairmont, Parkersburg, Romney and Weston.⁸

After relocating to Haywood Junction from Parkersburg, Captain Brockus stated on 16 August 1933 that Company A headquarters would “be moved to Clarksburg in the near future if a suitable



Col. Presley D. Shingleton (left) stands with Capt. James R. Brockus, in 1935. Brockus was instrumental in establishing the Haywood Junction camp, and was commanding Company A when it relocated to Fairmont in 1933. Shingleton’s selection of Fairmont over Clarksburg, his home town, outraged many Harrison Countians. Courtesy WVSP

place can be found.” The Clarksburg *Exponent* observed that Brockus and seven troopers were then located at Haywood Junction. The newspaper attributed the caused to the fact that in earlier days, “accommodation for horses was a necessary adjunct of the headquarters department [*sic*], but at the present time easy accessibility to leading highways is a more important requisite.”

The writer also opined that “Clarksburg is the junction point of four main arteries of travel and the ideal location for the new motorized department of public safety.” A few weeks later, Colonel Shingleton visited Haywood Junction for several



“Motorization” portended the demise of horse-mounted patrols and eventual closure of the Haywood Junction camp itself. Courtesy WVSP

hours. He confirmed to the *Exponent* that he had been considering the possibility of moving the unit to Clarksburg, but had not made any definite decision. He “admitted that he had looked at several properties in the city within the past few weeks.” The delay was occasioned by the requirement for “a favorable rent, more convenient site and larger garage space.” Citizens who knew of suitable property in the Clarksburg area were urged to get in touch with the chamber of commerce so it could notify Shingleton.

Ideal or not, Clarksburg lost out to Fairmont, in Marion County. On 13 December 1933, Captain Brockus announced that “‘Zellmont,’ the suburban mansion of the late Samuel D. Brady,” had been leased for use as Company A headquarters. He stated that the transfer would be completed before Christmas, and that “construction of garages to hold the motor equipment was started this morning on the estate.” Brockus reiterated, “Eight men will occupy the new headquarters and from this point 15 detachments covering 31 counties will be directed.”⁹

During the depressed economic times, Clarksburg did not take the loss gracefully. A page 1 editorial in the *Sunday Exponent-Telegram* complained bitterly:

Can it be true?

Amidst all the demands for less fuss and show in government Supt. Presley Shingleton... is reported to have arranged to set his men up in palatial style in the old Brady mansion near the Fairmont country club. Presley seems to have given his old hometown the merry ha-ha since his elevation to the post of high chief of the state police department. Small consideration was given to Clarksburg....

But it’s possible the state police are going to give up the original purpose of this organization, if they haven’t done so already, and take up golf and the other effete practices for which American country

clubs are more or less famous.

It may be that the governor of the state, or the legislature, or the officers who approve the bills that the taxpayers pay may have some final word to say about the swanky idea which Shingleton and Brockus have inaugurated.

Of course, the new mansion is swell, with beautiful lawns, and cozy fireplaces, and master's room with and without bath, and all that.

But the people of West Virginia aren't in the mood for any such foolish folderol. Maybe after all the Haywood barracks which have served so well for a good many years will be good enough.

At least, moving days and the glamour of a mansion near the country club isn't quite so near as the debonair officials on the state police force may think.¹⁰

In the end, Clarksburg had to be content with a small detachment of troopers moved from Haywood Junction under the command of a corporal. The detachment was housed "in a room on the ground floor of the court house formerly designated as a private office for the county sheriff." Company A headquarters remained at Zellmont until 3 October 1939, when it moved "to the new state police radio station at Shinnston." New barracks and garages were constructed beside the Shinnston transmitter, along with driveways, sidewalks and landscaping.¹¹



Standing before the new historical marker on 20 April 2017 are, from left: Sgt. Mark Kiddy (CO, Bridgeport Detachment); 1/LT Wade J. Bramer (XO, Troop 1); Merle T. Cole, project officer; Crystal L. Wimer (Harrison County Historical Society); and Capt. Dennis E. Johnson (CO, Troop 1). Don Davis photo

At the request of the author and the Harrison County Historical Society, West Virginia Archives and History installed a highway historical marker near Shinnston in April 2017 to commemorate the Haywood Junction camp site.

I owe particular thanks for research assistance to David Houchin, Special Collections Librarian at the Clarksburg-Harrison Public Library. Unless otherwise annotated, all photos are courtesy of the West Virginia State Police.

1. W. Va., Dept. of Public Safety, *Department of Public Safety, State of West Virginia, Report to the Governor, December 1, 1920* (Charleston, 1920):7. Cadell was indeed to prove a valuable training ground—it was later included in Camp Dawson, the state military reservation.
2. W. Va., Dept. of Highways, Advanced Planning Div., *Yesterday and Today . . . A Highway History of West Virginia from Colonial Time to the Present* (Charleston, December 1973):17-18, 21, 26-27, 34, 85, 86. Thanks to a Good Roads Movement empowered by passage of a constitutional amendment in November 1920, the state undertook a major road building campaign. In its fiscal year 1927-1928 report, the State Road Commission boasted that all of the state's major cities were connected by hard-surfaced roads, and "all of the fifty-five county seats had improved road outlets." Three years later, the state recorded 266,273 registered vehicles. Available data suggest that horse-mounted transportation ceased to be significant after 1926. Horses and forage as a share of expenditures shrank from 10.2% in 1920 to 0.1% in 1927, while motor vehicles and R&E rose from 7.8% to 14.9% in the same timeframe. In terms of DPS inventory, "horses and equipment" declined from 5.3% in 1924 to 1.8% in 1926, to not warranting mention in 1928. By contrast, "motor transportation" rose steadily from 22.5% in 1924 to 28.6% in 1926, to 33.7% in 1928. *DPS Report to the Governor, 1920*, 6; W. Va., Dept. of Public Safety, *Biennial Reports of the Department of Public Safety, 1922-1924*, 6, *1924-1926*, 14 and *1926-1928*, 4, 14.
3. W. Va., Dept. of Public Safety, *Department of Public Safety, State of West Virginia, Report to the Governor, June 30, 1922* (Charleston, 1922):9. For horse riding qualification, see DPS Creative Act, § 7, W. Va., *Acts of the Legislature, 1919. Extra Sess.* (Charleston, 1919):33.
4. "Safety Department Organized," *Hampshire Review* (Romney), 3 Sept. 1919:2; "Appointments are Made in Public Safety Department," *Charleston Gazette* (hereafter *Gazette*), 28 Aug. 1919:12. For details of DPS training activity, see Merle T. Cole and Donald R. Davis, "Training the Troopers: Part 1, Before the Academy, 1919-1949," *West Virginia Historical Society* 27 (Fall 2013):1-11, and Merle T. Cole, "Training the Troopers: Part 2, Professionalism Finds a Home on the Hill," *West Virginia Historical Society* 28 (Fall 2014):1-15.
5. Arnold to Brockus, 23 July 1923. A relative of Brockus delivered the letter and a set of related photos to then-Sgt. Curtis E. Tilley during a visit to the academy. First

- Lt. Curtis E. Tilley to Merle T. Cole, personal communication, 13 April 2012.
6. "State Police Company Moves Headquarters," *Charleston Daily Mail* (hereafter *Daily Mail*), 11 June 1922:18; "Modern Barracks and Police School Is Planned by White," *Daily Mail*, 23 July 1922:2; F. A. Parlington, "Military Formations Taught Horses Used by State Police," *Daily Mail*, 29 Oct. 1922:10.
 7. The Gaujot brothers' story is told in Merle T. Cole, "Soldiers of the New Empire: The Gaujot Brothers of Mingo County," *West Virginia Historical Society Quarterly* 16, Parts One (April 2002):1-13 and Two, 16 (July 2002):1-14. For command changes, see West Virginia Archives and History, West Virginia Department of Public Safety (State Police) Pay and Muster Rolls, 1919-1924, Ar2056, Companies A and D, May-December 1924.
 8. *Biennial Reports of the Department of Public Safety, 1932-1934*, 5-7, 13, 53, and *1934-1936*, 52-53; "State Police Reorganized in Two Companies," *Gazette*, 2 July 1933:1, 9.
 9. "State Police Headquarters May be Moved," *Clarksburg Exponent*, 17 Aug. 1933:10; "State Police Head is Here for Visit," *Exponent*, 28 Aug. 1933:6; "State Briefs," *Daily Mail* (3 Oct. 1939):12; "Seek Quarters Here for Police," *Exponent*, 7 Dec. 1933:12; "Give Your Help," *Exponent*, 8 Dec. 1933:8; "Announces Lease of Headquarters for State Police," *Telegram*, 10 Dec. 1933:1; "State Briefs," *Daily Mail*, 13 Dec. 1933:11.
 10. "State Police Get Swanky," *Clarksburg Sunday Exponent-Telegram*, 10 Dec. 1933:1.
 11. "Announces Lease," 1; "Told Briefly," *Telegram*, 16 Dec. 1933:2; "Four Troopers to be Stationed in Court House," *Telegram*, 13 Dec. 1933:12; "State Troopers Open Office Here," *Sunday Exponent-Telegram*, 17 Dec. 1933:14. The Shinnston station (WSWV) went on the air 19 June 1939 giving, with Moundsville, "complete radio coverage to the northern part of the state." *DPS Report, 1938-1940*, 78; Merle T. Cole, "Rentals, Radios, and Resurgence: The State Police in the 1930s," *Goldenseal* 42 (Summer 2016):66. Additional illustrations of Haywood Junction activities are provided in Chapter 8 of Merle T. Cole, *A Century Ago: Creating a State Constabulary for West Virginia* (Privately published: Beckley, 2016).

"Metes and Bounds": One Map Club's Story Merle T. Cole and Tom Sopher

The Raleigh County Historical Society (RCHS) sponsors a very unusual group. Its Cartography Club focuses on the study of topographical and related maps, hydrology and aerial charts, industrial maps, aerial photography, and surveying and mapping technology pertaining to Raleigh County

and adjacent territories. The club's principal objectives are entertainment and fellowship; education of the membership, individually and collectively; spreading topical knowledge within the club, the RCHS and the community; and, production of useful research and study tools.

The Cartography Club was the "brain child" of RCHS president Tom Sopher. While contemplating formation of the club, Sopher contacted other organizations he considered likely to sponsor or at least be aware of similar groups. He wanted to see what organizing and management tips they could offer. Sopher struck gold when he spoke with Bert Johnson of the Washington (DC) Map Society, which is affiliated with the Library of Congress. Johnson noted that the contemplated club would be



"Couldn't we find a *bigger* map?!" Jeremiah Allen (front), Jerry Godfrey, Merle Cole, Teresa Sopher, Tom Sopher, Tom Lemke, Sam Interdonato, Jim Scott and Carl Wolfe display a May 1898 map of the C&O Railway Piney Creek Branch rail line from Prince to Beckley. Courtesy Raleigh County Historical Society

one of a *very small* handful of such organizations existing in the United States. Johnson also provided some practical advice about setting up and running the club. Such organizations always attract passionate enthusiasts who have something to say about a wide variety of topics. This usually results in boisterous and chaotic meetings. The key to successfully "herding wet cats," according to Johnson, is to have a specific program for each gathering. That will usually go a long way to sustaining member satisfaction, and to keeping the group focused and "on task."

The club grew out of a "water testing" meeting on December 14, 2015, at the main meeting room of the Raleigh County Memorial Library (RCPL) on North Kanawha Street in Beckley, attended by twelve

people. The announced topic—maps of the Giles, Fayette and Kanawha Turnpike—did not command everyone’s attention! But the attendees greatly enjoyed getting to know each other, and validated the likelihood of sufficient interest to sustain a club.

Inclement weather limited attendance in the second meeting, on February 28, 2016. But the handful of attendees did enjoy a stimulating discussion of Sanborn fire insurance maps of Beckley, and of area maps from the Chesapeake & Ohio Railroad Historical Society archives at Clifton Forge, Virginia.

The club finally coalesced at its March 31 meeting. Eighteen people attended to discuss themes of Beckley maps, and individual “my favorite maps” displays. The air of “organized chaos” still prevailed, but did little to dampen the group’s enjoyment. Participant and newspaper reporter Cody Neff gave the club its first broad publicity via an article in the *Beckley Register-Herald*.

More formal 2016 presentations included a “show-and-tell” focused on U.S. Geologic Survey (USGS) traditional topographic mapmaking hardware and technology, and a lecture on how bridges in the Glen Morgan-Raleigh area have been depicted from 1840 (Crozet’s famous Giles, Fayette and Kanawha Turnpike map) through the latest USGS “US Topo Series” products.

The club’s 2017 activities were highlighted by a field trip to the state map collection at the Culture Center in Charleston. The lecture series offered presentations by current or retired Concord State University, WVU-Beckley, and Fairmont State University professors on Appalachian geography, 16th and 17th Century cartography, GPS-GIS applications in civil engineering, and West Virginia grist mills; and a discussion of aerial photography and digital mapmaking by the USDA Natural Resources and Conservation Service.

This year’s program promises similar variety. Lecture series topics will include obstacles to providing electrical power in mountainous regions, land navigation using the military grid reference system, and land surveying techniques. Field trips are planned for state Division of Forestry Region 2 headquarters for a “show and tell” on pre-GPS forest fire fighting pre-GPS, and to the county assessor’s office on uses of cartography in property assessment.

To date, the club has functioned informally,

unencumbered by the usual administrative practices of a constitution, minutes, formal membership and dues. Participation is open to all interested parties, although RCHS membership is appreciated. The club has had no significant expenses. Routine meetings are held at the RCPL, and the club relies on e-mail to communicate meeting reminders, and to distribute materials, Web site data and similar information to participants.

Merle T. Cole is a frequent contributor on West Virginia law enforcement and military history topics. Tom Sopher is president of the Raleigh County Historical Society.

Upcoming Events

History Day at the Legislature will be Thursday, February 22, 2018, from 9:00 a.m. to 2:00 p.m. at the Capitol Complex. The West Virginia Historical Society is one of the supporters of this event.

Submissions

The West Virginia Historical Society magazine welcomes manuscript submissions for publication consideration that deal with state or local history-related topics. Submissions, which should be of a length suitable for publication in the magazine and include footnote/ endnote citations of referenced materials, should be sent to the editor, West Virginia Historical Society, P.O. Box 5220, Charleston, WV 25361.

Membership is available at the cost of \$10 per year for individuals and \$15 for institutions. Members receive the society magazine, which is published two times a year. Dues should be sent to West Virginia Historical Society, P.O. Box 5220, Charleston, WV 25361.

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P.O. Box 5220

Charleston, WV 25361-0220

