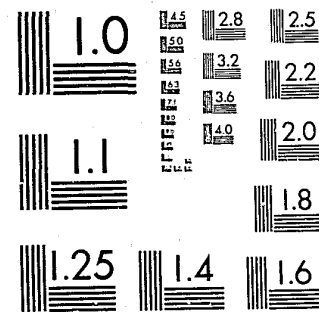


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MICROCOPY RESOLUTION TEST CHART
NATIONAL BUREAU OF STANDARDS-1963-A

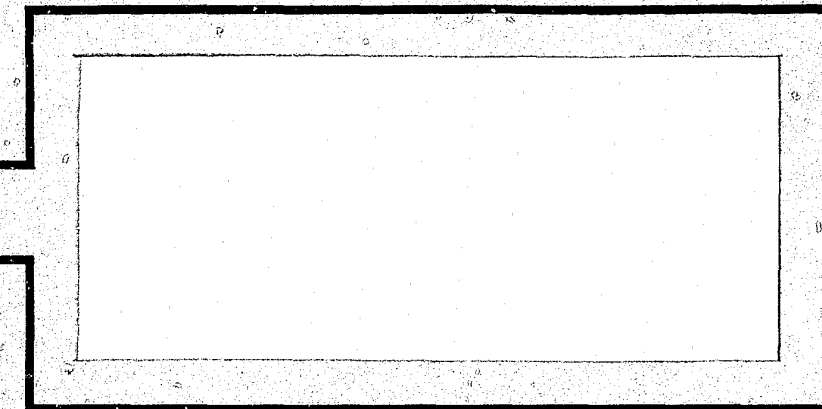
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National Institute of Justice
United States Department of Justice
Washington, D. C. 20531

4/25/84

Maryland State Police



89952



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National Institute of Justice

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ANNUAL REPORT ***for*** ***1980***

THOMAS S. SMITH
SUPERINTENDENT
MARYLAND STATE POLICE
HEADQUARTERS
PIKESVILLE, MARYLAND 21208

PREPARED BY:
PLANNING AND RESEARCH DIVISION

Maryland State Police



MARYLAND STATE POLICE
LEADERS IN ENERGY CONSERVATION



Maryland State Police Superintendent Thomas S. Smith is pictured receiving the President's Award for Energy Efficiency from President Jimmy Carter at the White House on July 22, 1980, as Secretary of Transportation Neil Goldschmidt looks on. The State Police was the only law enforcement organization cited and was one of twenty-three recipients to receive the award in recognition of exemplary leadership in conserving energy in the transportation sector. Maryland troopers were recognized for their Operation SAFE (safe and fuel efficient) driving program and speed enforcement program. Maryland leads the nation in compliance with the 55 mph national maximum speed limit.

(Photo by Bill Clark)



HARRY HUGHES
GOVERNOR

THOMAS W. SCHMIDT
SECRETARY
PUBLIC SAFETY AND
CORRECTIONAL SERVICES

STATE OF MARYLAND

DEPARTMENT OF
PUBLIC SAFETY AND CORRECTIONAL SERVICES

MARYLAND STATE POLICE
PIKESVILLE, MARYLAND 21208
AREA CODE 301 486-3101

EDWIN R. TULLY
DEPUTY SECRETARY
FOR PUBLIC SAFETY

COLONEL THOMAS S. SMITH
SUPERINTENDENT
MARYLAND STATE POLICE

July 27, 1981

The Honorable Harry Hughes
Governor of the State of Maryland
State House
Annapolis, Maryland 21404

Dear Governor Hughes:

I am pleased to submit to you the Maryland State Police Annual Report for 1980.

Given the fiscal austerity affecting all State government, 1980 was a very challenging and rewarding year as the State Police strove to increase its efficiency and service to the State. The Agency's commitment to remain responsive to its changing role continued in 1980. Two agreements with major metropolitan police agencies were implemented, eliminating duplication of police services. Efforts are ongoing to conclude agreements with other metropolitan agencies. While agreements are being negotiated with the larger metropolitan agencies, the State Police continues to provide full law enforcement service in the rural areas of the State. Here, crime prevention education and practice are being stressed in order to fully involve all parties concerned with rising crime.

Enforcement of the 55 mph national maximum speed limit was a special concern of the Agency during 1980. We are proud of our efforts that have made Maryland first in the nation with the lowest percentage of vehicles exceeding 55 miles per hour, and mechanisms are now in place to address the problem of drinking drivers with the same enthusiasm and commitment.

While pleased with our efforts in 1980, be assured that the State Police will continue its dedication to quality service.

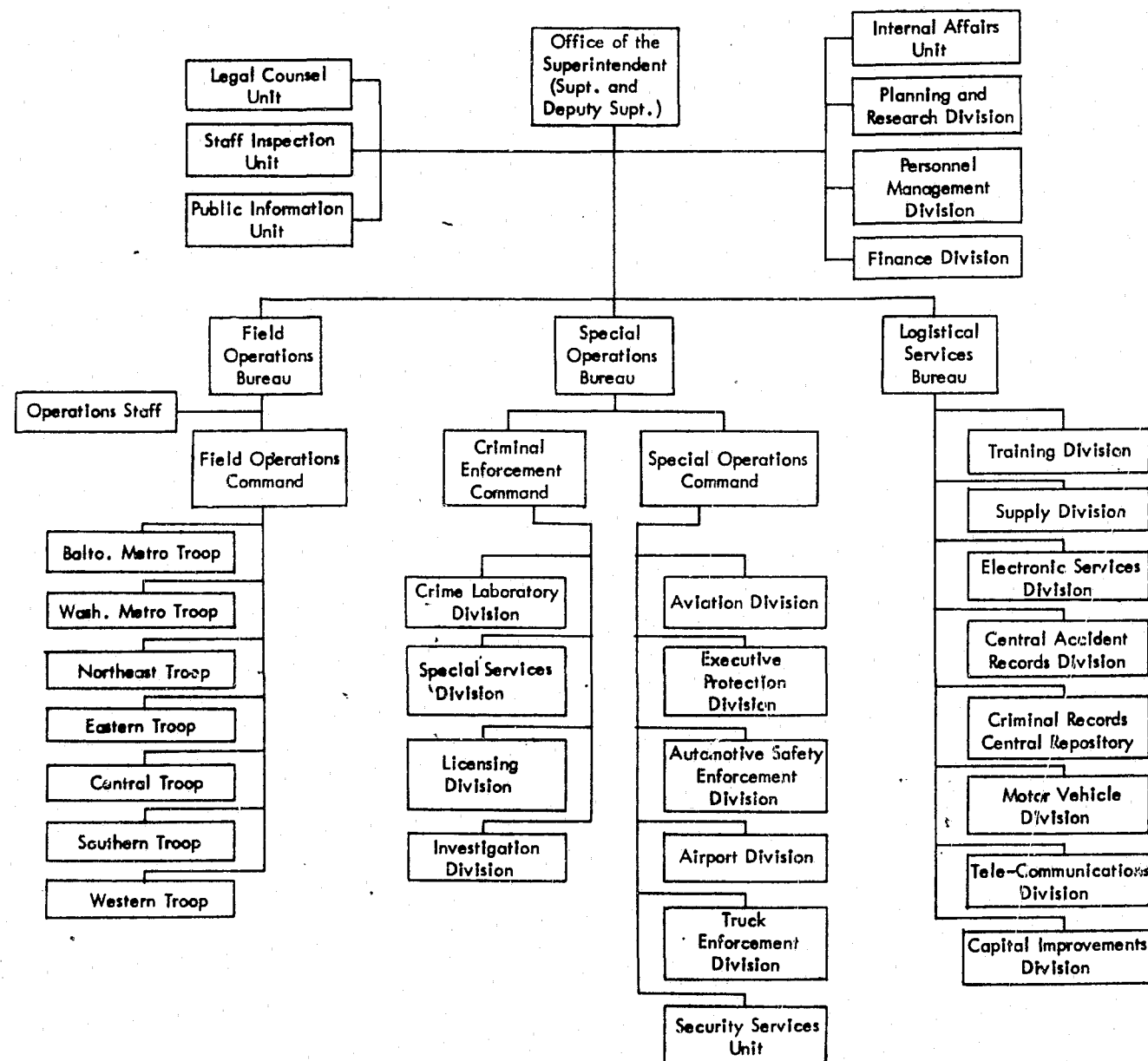
Sincerely,

Thomas S. Smith
Superintendent

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MARYLAND STATE POLICE ORGANIZATIONAL CHART



MARYLAND STATE POLICE AUTHORIZED SWORN PERSONNEL

Date 8/1/80 Number 37

SUBDIVISIONS	COL	LT COL	MAJ	CAPT	1st LT	2nd LT	1st SGT	DET SGT	SGT MECH	SGT (1)	SGT	CPL (1)	CPL	TPR/ TFC(1)	TPR/ TFC	TOTAL	NOTE
OFFICE OF THE SUPERINTENDENT	1	1														2	
Legal Counsel Unit			1													1	
Staff Inspection Unit				1	1						1					3	
Public Information Unit											1				2	3	
Planning and Research Division					1	2	1				1		1		1	7	
Internal Affairs Unit					1						3					4	
Personnel Management Division				1	1	2	1				1		1		4	11	
TOTAL	(1)	(1)	(1)	(2)	(4)	(4)	(2)				(7)		(2)		(7)	(31)	
LOGISTICAL SERVICES BUREAU		1	2													3	
Training Division				1	1		1				1		3		2	9	
Supply Division				1	1						1				1	4	
Electronic Services Division				1		2			3		4		5		6	21	
Central Accident Records Div.						1										1	
Crim. Records Central Repository			1					1								2	
Motor Vehicle Division				1		1			2		2				2	8	
Tele-Communications Division					1	1	1				1		4		4	12	
Capital Improvements Division				1			1									2	
TOTAL	(1)	(3)	(5)	(3)	(5)	(3)	(1)	(5)			(9)		(12)		(15)	(62)	
SPECIAL OPERATIONS BUREAU		1	2													3	
Crime Laboratory Division					1	1	2				1				4	9	
Investigation Division					1	2		5		11		13		8		40	
Special Services Division				1		1		4		9		9		32		56	1
Licensing Division					1	1		1			2				1	6	
Aviation Division				1	1	1	1				12		11		25	52	
Truck Enforcement Division				1	1	1	1				4		5		28	41	
Auto. Safety Enforcement Div.				1	1	1	1				4		5		36	49	
Airport Division				1	1		1				4		5		32	44	
Executive Protection Div.						1					1		7		8	17	
Maryland Port Administration			1		1	2	2			3	2		1			12	2
Security Services Unit											1		3		5	9	3
TOTAL		(1)	(3)	(5)	(8)	(11)	(8)	(10)		(23)	(31)	(22)	(37)	(40)	(139)	(338)	

1. Reorganized Intelligence Division, changed name with added duties. 3. Split Executive Protection and created Security Services Unit.
2. Temporary assignment to the Maryland Port Administration.

Maryland State Police

MARYLAND STATE POLICE AUTHORIZED SWORN PERSONNEL

Date 8/1/80 Number 37

SUBDIVISIONS	CUL	LT COL	MAJ	CAPT	1st LT	2nd LT	1st SGT	DET SGT	SGT MECH	SGT (1)	SGT	CPL (1)	CPL	TPR/ TFC(1)	TPR/ TFC	TOTAL	NOTE
FIELD OPERATIONS BUREAU																	
Field Operations Staff		1	2	1		1										5	
State Aid for Police Prot. Unit							1									1	
Spec. Traffic Enforcement Unit							1						2		13	16	4
Crime Prevention Unit							1				1					2	
K-9 Unit							1				1					2	
Traffic Program Planning Unit							1									1	
TOTAL		(1)	(2)	(1)		(1)	(5)				(2)		(2)		(13)	(27)	
Baltimore Metro Troop				1							1			4		6	
Annapolis Barrack					1	1	1	1			5	1	5	2	23	40	
Glen Burnie Barrack					1	1	1	1		1	5		5	5	30	50	
Valley Barrack					1	1	1	1		2	4	1	5	1	28	44	
Randallstown Barrack					1	1	1	1			5	1	5	3	25	43	
TOTAL				(1)	(4)	(4)	(4)	(3)		(3)	(20)	(5)	(20)	(15)	(106)	(183)	
Washington Metro Troop				1								1				2	
College Park Barrack					1	1	1			1	4	1	5	3	29	46	
Forestville Barrack					1	1	1	1			5	2	6	3	34	54	
Rockville Barrack					1	1	1			1	4		5	2	25	40	
TOTAL				(1)	(3)	(3)	(3)	(1)		(2)	(13)	(4)	(16)	(8)	(88)	(142)	
Northeast Troop				1								2		2		5	
Bel Air Barrack					1	1	1	1		1	5	3	6	6	44	69	
Northeast Barrack					1	1	1	1		1	5	1	6	4	31	52	
Local Div.-Cecil County													2	3	8	13	5
Total-Northeast					(1)	(1)	(1)	(1)		(1)	(5)	(1)	(7)	(7)	(40)	(65)	
JFK Memorial Highway Post						1	1				3	1	4		26	36	
TOTAL				(1)	(2)	(3)	(3)	(2)		(2)	(13)	(7)	(18)	(15)	(109)	(175)	

4. Includes Alcohol Speed Enforcement Unit and Bus and Truck Patrol.

5. 2 Troopers - Perryville; 1 Corporal - Charlestown;
1 Corporal, 3 TFC's (1), 5 TFC's and 1 Tpr. - Cecil County.

Maryland State Police

MARYLAND STATE POLICE AUTHORIZED SWORN PERSONNEL

Date 8/1/80 Number 37

SUBDIVISIONS	COL.	LT COL	MAJ	CAPT	1st LT	2nd LT	1st SGT	DET SGT	SGT MECH	SGT (1)	SGT	CPL (1)	CPL	TPR/ TFC(1)	TPR/ TFC	TOTAL	NOTE
Eastern Troop				1				1						4		6	
Easton Barrack					1	1	1	1		1	4		3		17	29	
Local Division - Talbot Co.												1			4	5	6
Denton Detachment													2	2	9	13	
Cambridge Detachment												1	2		10	13	
Total - Easton					(1)	(1)	(1)	(1)		(1)	(4)	(2)	(7)	(2)	(40)	(60)	
Centreville Post						1	1			1	4		4	1	14	26	
Local Div. - Queen Anne's Co.														1	5	6	7
Chestertown Detachment													1		7	8	
Total - Centreville						(1)	(1)			(1)	(4)		(5)	(2)	(26)	(40)	
Salisbury Barrack					1	1	1			1	5	1	5	3	28	46	
Berlin Post						1	1				3	1	4	2	12	24	
Princess Anne Detachment											1		2	1	8	12	
Local Div. - Somerset County														1	1	2	8
Total - Berlin						(1)	(1)				(4)	(1)	(6)	(4)	(21)	(38)	
TOTAL				(1)	(2)	(4)	(4)	(2)		(3)	(17)	(4)	(23)	(15)	(115)	(190)	
Southern Troop				1								1		3		5	
Waldorf Barrack					1	1	1	1		1	4		5	2	24	40	
Local Div.-LaPlata															4	4	9
Total-Waldorf					(1)	(1)	(1)	(1)		(1)	(4)		(5)	(2)	(28)	(44)	
Leonardtown Post						1	1	1			3	1	4	2	20	33	
Local Div.-St. Mary's County															2	2	10
Total-Leonardtown						(1)	(1)	(1)			(3)	(1)	(4)	(2)	(22)	(35)	
Prince Frederick Post						1	1			2	2		5	2	13	26	
Local Div.-Calvert County													1		11	12	11
Total-Prince Frederick						(1)	(1)			(2)	(2)		(6)	(2)	(24)	(38)	
TOTAL				(1)	(1)	(3)	(3)	(2)		(3)	(9)	(2)	(15)	(9)	(74)	(122)	

6. 1 Corporal (1), 4 TFC's - Talbot County.
 7. 5 TFC's, 1 TFC (1) - Queen Anne's County.
 8. 1 TFC (1), 1 TFC - Somerset County.

9. 4 TFC's - La Plata.
 10. 2 TFC's - Leonardtown.
 11. 3 Tprs. - Chesapeake Beach; 1 Corporal, 8 Tprs. - Calvert County.

Maryland State Police

MARYLAND STATE POLICE AUTHORIZED SWORN PERSONNEL

Date 8/1/80 Number 37

SUBDIVISIONS	COL	LT COL	MAJ	CAPT	1st LT	2nd LT	1st SGT	DET SGT	SGT MECH	SGT (1)	SGT	CPL (1)	CPL	TFR/ TFC(1)	TFR/ TFC	TOTAL	NOTE
Central Troop				1									1	4		6	
Waterloo Barrack					1	1	1	1			5	1	5	2	32	49	
Frederick Barrack					1	1	1	1		1	5	1	6	4	36	57	
Local Div. - Frederick Co.													1		2	3	12
Total-Frederick					(1)	(1)	(1)	(1)		(1)	(5)	(1)	(7)	(4)	(38)	(60)	
Westminster Barrack					1	1	1	1		2	4		6	4	27	47	
Local Div. - Carroll County							1				1		2	2	25	31	13
Total-Westminster					(1)	(1)	(2)	(1)		(2)	(5)		(8)	(6)	(52)	(78)	
TOTAL				(1)	(3)	(3)	(4)	(3)		(3)	(15)	(2)	(21)	(16)	(122)	(193)	
Western Troop				1								1		3		5	
Cumberland Barrack					1	1	1	1		1	4		6	3	22	40	
Garrett County Detachment							1				1	1	2		12	17	
Total-Cumberland					(1)	(1)	(2)	(1)		(1)	(5)	(1)	(8)	(3)	(34)	(57)	
Hagerstown Barrack					1	1	1	1		1	5		5	4	29	48	
Local Div.-Washington County															2	2	14
Total-Hagerstown					(1)	(1)	(1)	(1)		(1)	(5)		(5)	(4)	(31)	(50)	
TOTAL				(1)	(2)	(2)	(3)	(2)		(2)	(10)	(2)	(13)	(10)	(65)	(112)	
TOTAL FIELD OPERATIONS BUREAU		(1)	(2)	(8)	(17)	(23)	(29)	(15)		(18)	(99)	(24)	(129)	(88)	(691)	(1144)	
GRAND TOTAL	(1)	(4)	(9)	(20)	(32)	(43)	(42)	(26)	(5)	(41)	(146)	(46)	(180)	(128)	(852)	(1575)	

12. 1 Corporal - Middletown; 2 Tprs. - Mt. Airy.
 13. 1 Tpr. - Union Bridge; 1 1st Sgt., 1 Sgt., 1 Cpl.,
 2 Tprs. (1), 25 Tprs. - Carroll County.

14. 2 TFC's - Washington County.

Prepared by the Planning and Research Division.

Authorized: *T. A. Smith*
 (Superintendent)
7-28-80
 (Date)

Maryland State Police

PERSONNEL STATISTICS

Authorized Uniformed Personnel - 1976-1980

1976 - 1,486. 1978 - 1,587
 1977 - 1,550 1979 - 1,579
 1980 - 1,575



Authorized Civilian Personnel - 1976-1980

1976 - 588 1978 - 630
 1977 - 599 1979 - 632
 1980 - 634

Service Retirements 1980

<u>Rank</u>	<u>Name</u>	<u>Years of Service</u>
Lt. Colonel	L. E. Porter	31
Captain	J. E. Koontz	31
Captain	G. W. Carey, Sr.	27
1st Lieutenant	G. E. Tzomides	34
1st Lieutenant	A. R. Kadlec	26
1st Lieutenant	L. L. Norbeck, Sr.	23
1st Lieutenant	C. N. Macindoe	22
2nd Lieutenant	L. F. Corbett	27
2nd Lieutenant	H. I. Stafford	24
2nd Lieutenant	R. F. Bateman	24
2nd Lieutenant	W. W. Duncan	22
1st Sergeant	W. O. McElfish, Jr.	38
1st Sergeant	E. T. Parkerson	22
1st Sergeant	C. H. Printy	21
Sergeant Mechanic	E. W. Wolfkill	24
Sergeant Mechanic	W. S. McAfee	24
Sergeant	F. J. Shumaker	24
Sergeant	H. W. Sterling	23
Sergeant	E. L. Budnick	23
Sergeant	F. N. Wilson	22
Sergeant	P. J. Carey	22
Sergeant	R. E. Ervin	21
Sergeant	V. W. Phillips	18
Corporal	R. R. Edgell	22
Trooper First Class	I. M. Carter	23

PERSONNEL STATISTICS (CONT'D.)

Disability Retirements 1980

Rank	Name	Years of Service
Sergeant	R. B. Spickler	22
Corporal	R. J. Wacker	13
Trooper First Class	R. K. Grooms	19
Trooper First Class	T. L. Smith	12

Deceased Uniformed Members

Rank	Name	Date
Sergeant Mechanic	W. N. Henry	12/10/80
Corporal	J. Tamaru	5/30/80
Corporal	C. W. Kidd	11/22/80

Deceased Civilian Members

Classification	Name	Date
Truck Patrolman	J. J. Devlin	5/7/80
Radio Technician	C. W. Needer	8/2/80

Injuries Sustained by Uniformed Personnel in Line of Duty Resulting in Lost Time and/or Medical Treatment 1980

Assaults	86
Motor Vehicle Collisions	53
Assistance to Other Agencies or Public	49
Training	26
Misc.	69

Uniformed Members With 30 or More Years of Service

Name	Years of Service
Colonel T. S. Smith	40
Lt. Colonel S. R. Dorsey	34
Major H. W. Dashiells	34
Captain H. F. Salfner	34
1st Lieutenant P. M. Doolan	34
1st Lieutenant B. T. Haywood	34
Lt. Colonel J. G. Blades	33
1st Lieutenant H. J. Brown	33
2nd Lieutenant J. S. Sawa	33
Major J. R. Kaiser	31
1st Lieutenant L. C. Clark	31

PERSONNEL STATISTICS (CONT'D.)

Civilian Members With 30 or More Years of Service

Name	Class	Years of Service
F. W. Witte, Jr.	Automotive Services Supv. II	38
G. W. Knight	Services Supervisor III	37
A. E. Appleby	Police Communications Oper. II	35
R. W. Bruckman	Administrator II	34

Resignations 1980

Rank	Number	Average Years of Service
1st Lieutenant	1	19.0
2nd Lieutenant	1	13.0
Sergeant	1	16.0
Corporal	3	11.0
Trooper First Class	20	8.1
Trooper	9	3.1
Trooper (Probationer)	17	1.3

Promotions 1980

Uniformed	141
Civilian	84

Recruit Class February 1980

Graduated - 51 Trooper Probationers
July 25, 1980

Recruit Class October 1980

Number of Vacancies	72
Number of Applicants	
Reaching Final Interview	168
Number Employed	70

Number Black Uniformed Employees

December 31, 1979	108
December 31, 1980	148

Number Female Uniformed Employees

December 31, 1979	22
December 31, 1980	44

MARYLAND STATE POLICE EXPENDITURES
FISCAL YEAR 1980

<u>Cost Centers</u>	<u>Fund</u>	<u>Amount</u>	<u>%</u>
Superintendent's Office	General	418,656	0.8
Planning and Research	General	1,120,676	2.1
Personnel Management	General	630,261	1.2
Finance	General	400,827	0.7
Field Operations Office	General	292,437	0.5
Field Operations	General	22,468,063	43.1
JFK Highway	Reimbursable	1,004,044	1.9
Local Division	25% General; 75% Special	2,188,621	4.2
Barrack Operations	General	668,840	1.2
Special Operations Office	General	113,914	2.1
Crime Lab	General	524,897	0.9
Investigation	General	956,056	1.8
Gas Tax	Reimbursable	165,705	0.3
Special Services	General	955,093	1.8
Licensing	General	154,948	0.2
Handgun Permits	General	341,405	0.6
Aviation	General	1,994,203	3.8
Automotive Safety	Special	1,680,331	3.2
Truck Enforcement	Special	1,982,161	3.8
Airport	Reimbursable	1,183,788	2.2
Executive Protection	General	364,951	0.7
Port	Reimbursable	351,018	0.6
Security Services	General	191,309	0.3
Logistical Services Office	General	112,734	0.2
Supply	General	253,042	0.4
Electronic Services	General	1,002,138	1.9
Motor Vehicles	General	6,276,242	11.9
Capital Improvements	General	538,221	0.9
Training	General	289,366	0.5
Dietary Services	General	69,590	0.1
Central Accidents	General	547,708	0.9
CRCR	General	1,190,726	2.2
Telecommunications	General	696,931	1.3
Federal Grants	Non-Budgeted	926,760	1.7
TOTAL		\$52,055,662	100.0



AWARDS



Governor's Citations were awarded where a definite risk of life was involved in performance above and beyond the call of duty. Recipients during 1980 were:

TFC Raymond L. Fuller
TFC Frank D. Moran
TFC Louis C. Suttka

Governor's Commendations were awarded to the following troopers who exhibited courage and valour above and beyond the call of duty:

Sergeant Richard W. Brown
Corporal Larry W. Farmer
TFC William B. Bokel
TFC Julius D. Dilworth

Superintendent's Commendations were given to the following troopers in instances where their performance was identified as exceptional, thereby exemplifying the highest standards of the police profession.

Sergeant Thomas E. Ruppert
Sergeant Lawrence C. Stinnett
Corporal John R. Davis
Corporal Charles H. Hinnant
Corporal Joseph T. Kelly
Corporal Michael S. Panos
Corporal Cecil A. Parks
TFC Paul D. Bane
TFC Charles M. Boulden
TFC John C. Bowman
TFC Charles D. Demby
TFC Francis E. Dixon
TFC Michael L. Heise
TFC Ronald S. Mergenthaler
TFC Frank D. Moran
TFC Donald A. Newcomer
TFC Richard L. Nock
TFC Robert J. Robinson
TFC Danny H. Seiler
TFC Bruce L. Speck
TFC George E. Ward
TFC Mark H. Ward
TFC Thomas W. Wardrope
TFC Ronald L. Warfield
Trooper Richard F. Barilone
Trooper Clarence W. Voundy

AWARDS (CONT'D.)

Maryland Law Enforcement Officers' Association Policeman of the Year:

TFC Wayne W. Lowe - Salisbury Barrack
TFC Richard E. Alderton - Cumberland Barrack

Maryland State Police Alumni Association Trooper of the Year:

TFC Albert L. Liebno - Resident Trooper, Westminster Barrack

Crime Prevention Trooper of the Year:

TFC Albert L. Liebno - Resident Trooper, Westminster Barrack

Crime Prevention Awards were presented by Governor Harry Hughes for outstanding efforts to promote crime prevention activities.

Patrol Officer Award:

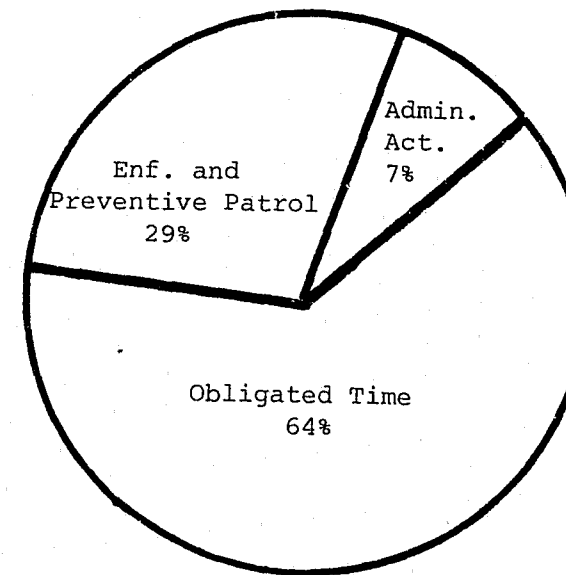
TFC Richard E. Alderton - Crime Prevention Officer, Cumberland Barrack
Corporal Thursby F. Cooper - Resident Trooper, Easton Barrack
TFC Samuel P. Pierce - Resident Trooper, North East Barrack

Achievers Award:

TFC Wayne W. Lowe - Salisbury Barrack
TFC Daniel E. Shell - Security Barrack
TFC Richard E. Alderton - Cumberland Barrack



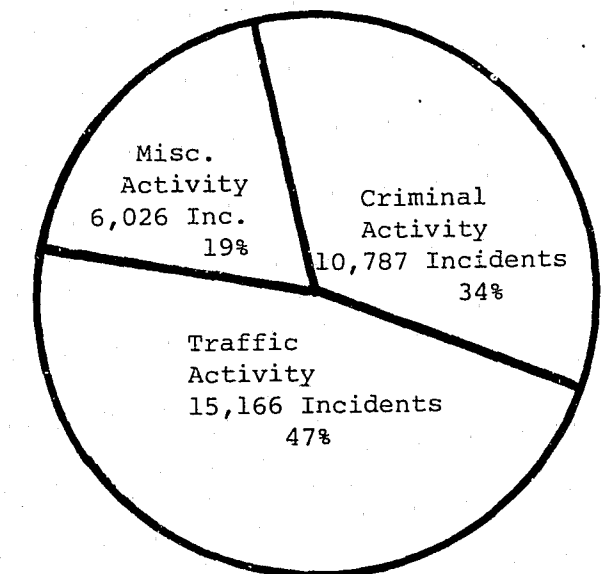
TROOPER'S AVERAGE DAY CALENDAR YEAR 1980



Source: Duty Hours (Field Total)



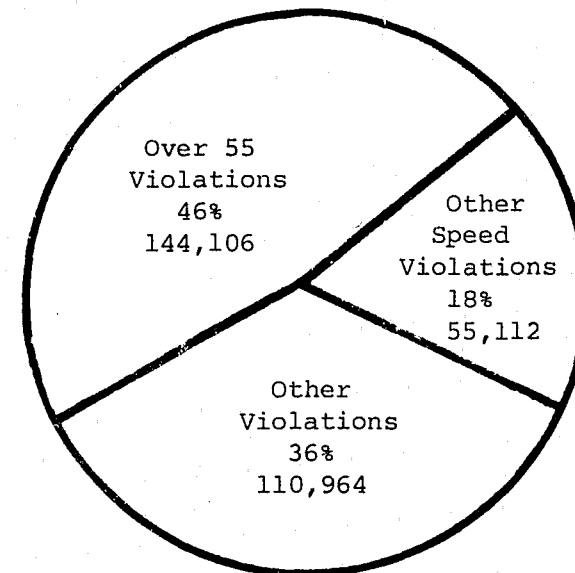
TROOPER'S OBLIGATED TIME CALENDAR YEAR 1980



Source: A.I.R.S. CY 1980

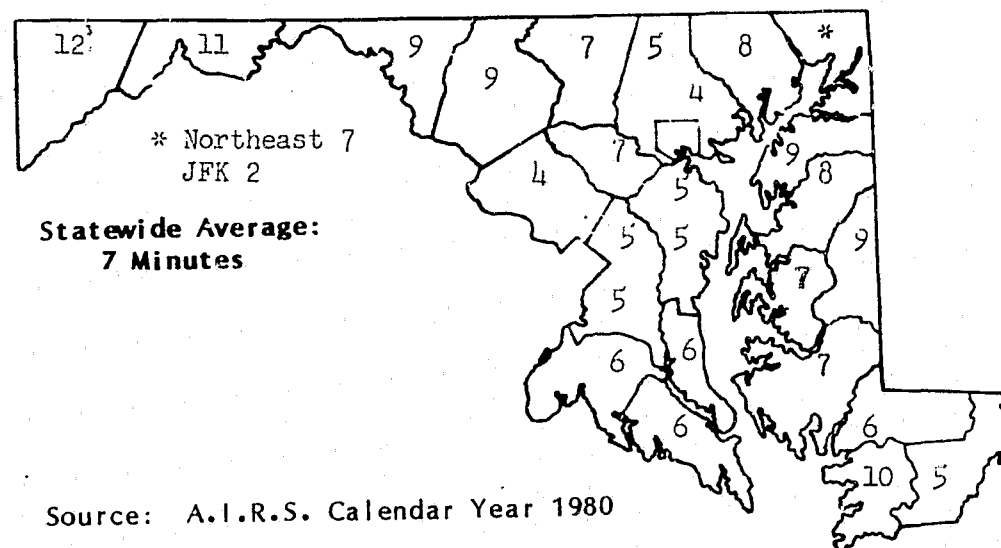
PATROLLED.....	31,679,885	MILES
ISSUED.....	310,282	TRAFFIC ARRESTS
INVESTIGATED.....	18,928	ACCIDENTS
DISTRIBUTED.....	152,000	CRIME PREVENTION PAMPHLETS
FLEET MILEAGE.....	36,344,095	
INCIDENTS HANDLED.....	423,423	
D.W.I. ARRESTS.....	6,096	
ALCOHOL CHEMICAL TESTS OFFERED.....	6,763	
TRANSPORTED BY MED EVAC.....	2,078	CRITICALLY INJURED PERSONS

MARYLAND STATE POLICE TRAFFIC ARRESTS CALENDAR YEAR 1980



Source: Traffic Arrest Summary
Calendar Year 1980

AVERAGE TROOPER RESPONSE TIME (IN MINUTES)



Source: A.I.R.S. Calendar Year 1980

SERIOUS CRIMES INVESTIGATED BY THE STATE POLICE (1980 UNIFORM CRIME REPORTS)

MURDER.....	35
RAPE.....	147
ROBBERY.....	313
AGGRAVATED ASSAULT.....	1,937
B & E'S.....	5,748
LARCENIES.....	10,186
AUTO THEFT.....	1,296

SUPERINTENDENT'S STAFF UNITS

The Superintendent's Staff Units are those units that are responsible for the administrative and managerial support needed to direct the Agency. The directors of the units also function collectively with the Deputy Superintendent as an unofficial management council.

PERSONNEL MANAGEMENT DIVISION

Major James A. Jones

The Personnel Management Division, like all divisions in the Agency, has had to cope with an ever-increasing workload without a significant increase in personnel because of budget constraints.

Consistent with the responsibilities of the Agency under the current Consent Decree and with the rules and regulations of State and Federal Regulatory Boards, recruiting, selection and employment procedures are regularly analyzed to assure that the best possible applicant is employed. Again this year, the U.S. Department of Justice has referred several other state law enforcement agencies to the Personnel Management Division for assistance in establishing viable recruitment and selection procedures consistent with federal law.

With the purchase of a multi-functional word processor in late October, the Division converted many of its files and data pertaining to Fair Employment Practices to this equipment. It is anticipated that by the end of fiscal year 1981, all of the information pertaining to Equal Employment Opportunity, recruiting, applicant selection, and employment will be stored in the word processor.

Medical Section

A new accident and sickness reporting system was implemented during 1980. The improved system places greater responsibility upon the individual unit supervisors and commanders, reduces the amount of paperwork and filing, yet maintains better control over sick leave abuse.

The Section has also placed the necessary information in the new word processing equipment to schedule annual physical examinations and degree of the examination based upon the age of the employee scheduled for the examination. This should significantly reduce the scheduling problems associated with the manual search of files that occurred in scheduling previous examinations.

PERSONNEL MANAGEMENT DIVISION (CONT'D.)

Chaplains

A new organizational format developed by the Division includes a Director and Assistant Director of Chaplains with appointments rotated periodically to assure representation of all faiths and denominations in the directors positions.

Recruiting

The Recruiting Section has been very active during the past year. In addition to normal avenues of recruitment in colleges, junior colleges, and high schools, the Recruiting Section has initiated some innovative programs including a joint recruiting venture with the Division of Corrections at the World Trade Center. The Recruiting Van was also parked in a visible location near the entrance to Harbor Place for the grand opening. Cooperative recruiting efforts have been launched with civic, cultural, and religious groups in the recruitment area. The Agency once again purchased the centerfold pages of the Minority Business Journal and an ad was run in the October issue of Metropolitan Magazine.

Career Development

A Sergeant and an additional stenographic-clerical position were added to the unit in order to speed the development of the unique promotional system. The Agency contracted with the Federal Office of Personnel Management for assistance in the technical development of the system. Although quite a bit of progress has been made and the project has been accelerated, it will be some time before the program can be implemented. The Agency and Division have taken the stance that each and every step in the development must be valid based upon the needs of the Agency and the particular job function within the promotional ladder in addition to meeting the Federal Joint Employment Guidelines of September 1968.

PLANNING AND RESEARCH DIVISION

Mr. John J. O'Neill

The Planning and Research Division is charged to respond to administrative inquiries and investigations for the Superintendent. These duties include: developing systems and procedures, administering data systems, analyzing the use of employees, developing employment standards for employees, publication and control of Agency operational and administrative manuals, analyzing and evaluating programs and special problems. Specialized duties also include the preparation, research, and management of grants awarded by the federal government for crime reduction and highway safety, coordination of the Agency's legislative activities, and the management of Agency forms.

During the past year, the Division undertook the following major projects:

Assisted in the development and negotiation of the Memorandum of Understanding between the Maryland State Police and Baltimore County Police

Coordinated the development of two surveys sent nationwide to compile information from police departments on applicant selection and promotional standards

Began an evaluation of the Safe and Fuel Efficient Driver program

PLANNING AND RESEARCH DIVISION (CONT'D.)

Researched the feasibility of a crime analysis program and planned for a pilot project to begin in 1981

Conducted a feasibility study of consolidating manpower in Baltimore County into one administrative operation

Published two major revisions to the Agency's Administrative and Patrol Manuals including a completely new index to the Manual.

Projects of a more general nature acted upon by Division personnel included:

Submission to the Department of Public Safety and Correctional Services, the 1983 and 1984 Executive Plans and the Agency's long-range Master Facilities Plan

Formal staff studies were conducted on the use of hypnosis in criminal investigations, the need for a feasibility of standards for criminal investigator caseloads, the separation of the Department of Public Safety and the Maryland State Police, the implementation of a ten-hour workday, the creation of a more intensive security system within the Agency, and the development of a course outline for management training of selected uniformed employees.

Projects which resulted in major policy revisions to the Agency Administrative and Patrol Manuals included policy changes regarding:

Reemployment and reinstatement

Master class medal for firearm proficiency

Submission of CDS by local police departments

Display of Agency weapons

Role of Internal Affairs and the Medical Division in Agency shootings

Division personnel were responsible for the completion of over one hundred questionnaires and surveys addressing such issues as aircraft operations, entrance-level qualifications, firearms training, use of deadly force, crime analysis, accident reconstruction, running road blocks and retirement benefits.

Agency forms control activities resulted in the revision of eighteen Agency-wide forms, the creation of thirteen new forms, and the discontinuance of six forms. The Agency currently utilizes 186 forms.

Federal grant projects implemented during the year through the Governor's Commission on Criminal Justice included: Uniform Crime Reporting of Arson Statistics, \$17,827; Crime Laboratory Enhancement, \$42,350; Crime Prevention Unit, \$74,533; and Crime Analysis, \$80,000.

Besides the development and writing of the State Police portion of the Maryland Highway Safety Plan, Division personnel administered through the Maryland Department of Transportation Cooperative Enforcement Phase II (Operation Spider) \$170,000; National Maximum Speed Limit Enforcement, \$381,100; National Maximum Speed Limit Enforcement Training, \$83,700; Problem Identification Enforcement, \$15,200; National Emergency AID Radio, \$98,900; and the Maryland Automated Accident Reporting System.

LEGAL COUNSEL UNIT

Mr. James J. Doyle

The primary function of the Legal Counsel Unit is to provide consultative legal services to the Superintendent, his staff units and all Agency members. Legal representation is provided by an Assistant Attorney General assigned to the State Police by the Maryland Attorney General's Office. The Assistant Attorney General advises the Superintendent on matters of policy, defends the Agency and its personnel in all Agency-related litigation, and reviews and coordinates Agency disciplinary actions. All vendor contracts and other legal documents are reviewed by the Legal Officer. Full-time assistance is provided by a uniformed staff member who has responsibility for the review and coordination of Agency regulations to be publicized in the Code of Maryland Regulations. This uniformed member also acts as Chairman of the Agency Trooper Probationer Review Board, Chairman of the Agency Hearing Board, and assumes the role of Agency legislative coordinator. Part-time assistance is also provided in the area of research by an investigator whose permanent assignment is to the Investigation Division.

1980 was the first full year that the Agency did not carry professional liability insurance covering civil cases for uniformed members of the Agency. Fortunately, the expected large influx of new cases did not materialize for the Legal office, although a significant increase was experienced in the number of disciplinary appeals processed by the office. Litigation is also pending on a complaint in front of the Human Relations Commission challenging the age restriction for entrance level troopers.

The Legal Office was actively involved in reviewing and assisting with the drafting of legislation submitted to the General Assembly. One bill was drafted to expedite the return of escaped prisoners to Corrections facilities. This bill was subsequently passed by the House of Delegates and the Senate.

INTERNAL AFFAIRS UNIT

1st Lt. Carl R. Harbaugh

The Internal Affairs Unit, in addition to ensuring thorough and objective investigations of all allegations of misconduct against Agency personnel, maintains records pertaining to those allegations, processes all complaints and disciplinary action, determines the proper level of command at which an investigation is to be conducted, and conducts investigations pertaining to allegations of criminality and violations of civil rights.

The Internal Affairs Unit, which consists of three investigators, the commander, and one secretary, investigated 27 percent of the total personnel complaints/investigations and 41 percent of the cases involving the discharge of firearms. Of the 174 investigations assigned to the Unit, 69 percent were classified as non-sustained, 26 percent were classified as sustained, and 5 percent remain open.

Complaints relating to conversation/language used accounted for 21 percent of citizen generated reports, alleged failure to do duty 12 percent, lack of courtesy 11 percent, and excessive force 9 percent.

Other than departmental motor vehicle accidents, charges filed by supervisors concern damage to equipment (11 percent), being late for assignment (18 percent), and submission of late reports (17 percent).

A policy change, which made the Internal Affairs Unit the central repository for Agency discharge of firearms data, was instituted on September 15, 1980. This policy should provide, in future years, information in all instances when a firearm is discharged, with the exception of those on the firing range.

PUBLIC INFORMATION UNIT

Mr. William E. Clark

The Public Information Unit is responsible for gathering, organizing, and disseminating information concerning the Agency and its activities. The Unit's approach is both reactive in answering the public's request about Agency policy or events and proactive in presenting educational material concerning traffic safety and other subjects to the public.

During 1980, the Public Information Office distributed approximately twenty-five major news releases. Besides these, weekly public service radio programs were prepared in the radio recording studio and provided to thirty-seven television stations in Maryland and Washington, D.C. The Public Information Unit also maintains a complete color videotaping station for television recordings. The videotaped programs are distributed to all local television studios. During December, the Superintendent and Governor Harry Hughes taped a question and answer session that was viewed by all the Maryland State Police troopers.

In addition to presenting information directly to the public, the Unit supplied its expertise and technology to the field installations as part of individual barrack's 55 mph enforcement campaigns during the summer of 1980. Such devices as roadside billboard signs at the state lines, radio broadcasts, and written material were created.

The Unit's television facilities were used to produce several training modules on videotape for use in field installations. The major thrust of these training modules centered around DWI enforcement. With the help of volunteer experts, four modules were planned and filmed during the latter part of 1980. The first module describes the pharmacology of alcohol. The second film, "Twenty Cues of the DWI Driver", identifies the driving behavior of suspected DWI drivers. The third and fourth modules present simulations of a DWI arrest and an analysis of the cues and probable causes of the drunken driver. A fifth module is being planned for the DWI program to simulate courtroom procedures. The television studio, equipped through federal funds, is made available to other police departments throughout the State and the Department of Transportation's public information office.

A Statewide publicity campaign was initiated in August to promote Operation SPIDER, a cooperative enforcement effort with local police agencies. This campaign included the distribution of numerous pamphlets, posters, bumper stickers, T-shirts, keychains and pens stressing the importance of safe driving. Other programs assisted by the Unit included Operation Safe and Fuel Efficient Driver, Operation Combined Accident Reduction Effort, and additional DWI programs promoted in individual counties throughout the State.

FINANCE DIVISION

Mr. Richard W. Bruckman

The Finance Division is responsible for the fiscal operation of the Agency. The Division maintains financial records for all federal grants. During fiscal year 1980, \$926,760 was expended from both the Governor's Commission on Law Enforcement and the Administration of Justice and the Department of Transportation grant funds.

Annual physical inventories of all supplies must be taken. Division personnel supervise the inventory control of the Supply Division's warehouse, and specialized inventories for the Aviation, Electronic Services, and Motor Vehicle Divisions. Agency-wide property held records are inventoried as well as the control of all monies confiscated or seized.

The Finance Division coordinates the entire process of the annual budget preparation. The fiscal year budget request totaled \$59,610,520 in comparison to fiscal year 1980 actual expenditures of \$51,128,902 and fiscal year 1981 appropriation of \$56,136,240.

FINANCE DIVISION (CONT'D.)

The Division is broken down into the following sections to handle specific needs:

The Payroll Section prepares the Agency's payroll consisting of four programs and thirty-three cost centers with a total authorized personnel of 2,216 (1,575 uniformed and 634 civilian), and a separate salary scale for both uniformed and civilian personnel. Records are maintained for new employees, resignations, retirements, promotions, demotions, suspensions, LAW's, overtime shift differential, secondary employment, special duty, as well as special subsistence, clothing, footwear and laundry allowance.

The Accounts Payable Section processes all invoices for payments to vendors. Invoices are reviewed for proper approval and amount and are compared to a purchase order which is issued by the Supply Division.

Accounting Machine Operations receives the batched invoices and after transmittal preparation, forwards them to Annapolis for actual check issuance.

The Motor Vehicle Section maintains operational costs for all motor vehicles (1,475) and aircraft (12) operated by the Maryland State Police. Duties include coding the monthly Motor Vehicle Reports and computing costs for gasoline, oil and maintenance items.

The Field Operations Bureau is aided in the administration of the State Aid for Police Protection Fund which distributed \$67,122,052 to local subdivisions. Each year, over one hundred municipalities and counties must be visited and reviewed for accurate financial reporting of prior year police expenditures. Based on these expenditures and the preparation of complicated formula computations, a quarterly distribution is made to each location that is eligible for State Aid.

The Capital Equipment Inventory Section is responsible for the inventory control of the Agency's capital equipment, as well as land and buildings. This involves both the maintenance of detailed records and the supervision of an annual physical inventory.

STAFF INSPECTION UNIT

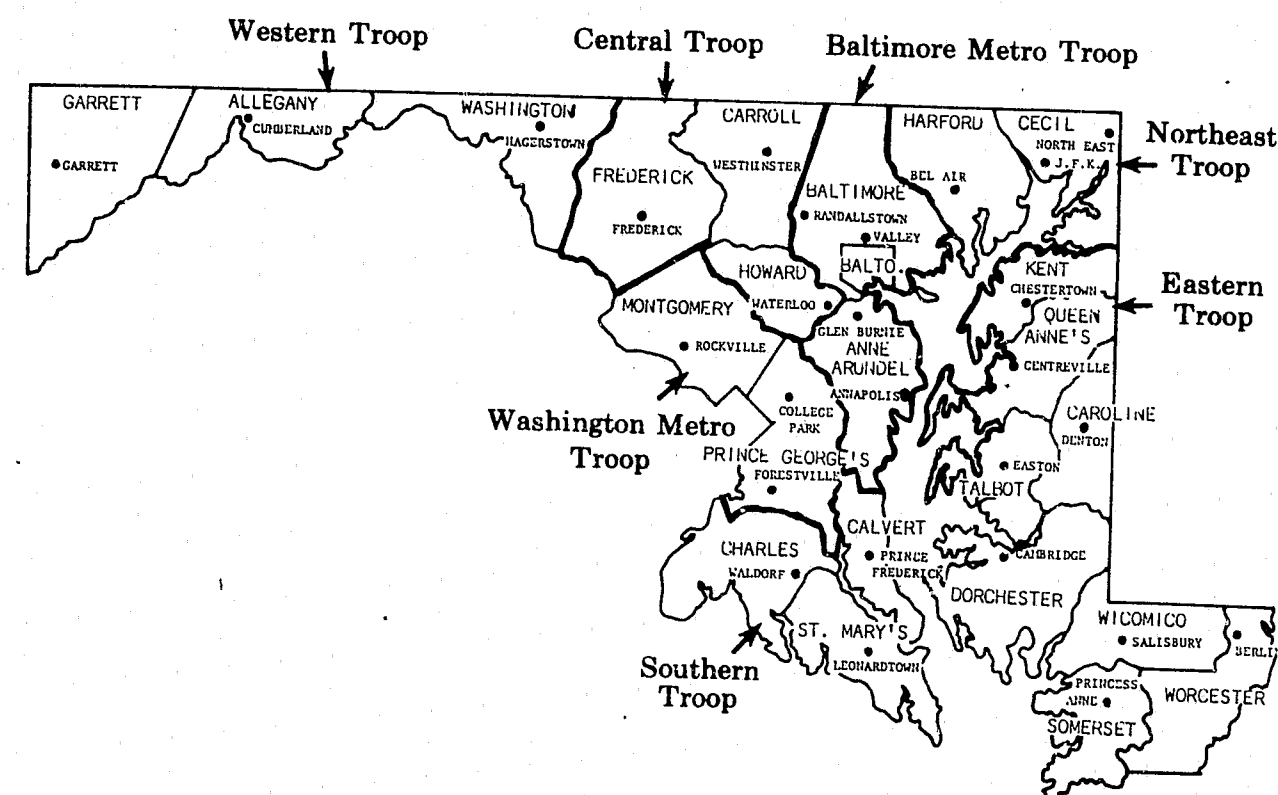
Captain John A. Fuchs

During 1980, the Staff Inspection Unit completed inspections of the following field installations: Bel Air, North East, and Annapolis Barracks. The scope of the field inspections covered physical facilities, traffic and crime analysis, manpower distribution, criminal investigation procedures, scheduling, duties and responsibilities, vehicle utilization, public relation programs, records management, and handling and disposition of property.

These field installations did not reveal any significant operational problems, however, a few areas of concern were identified involving the management of criminal investigations. These areas will be addressed during 1981.

An inspection of the Special Services Division was also conducted during 1980. At the conclusion of the inspection, several recommendations were made including a redefinition of the Division's goals and objectives as they relate to the future role of the Agency and the ongoing metropolitan county agreements and improvement to the Division's records management.

FIELD OPERATIONS BUREAU



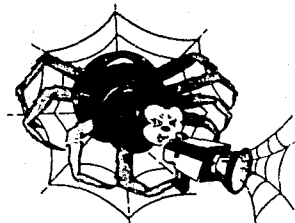
Bureau Chief

Lieutenant Colonel Edward M. Evans

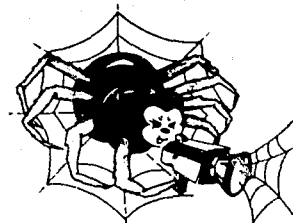
Assistant Bureau Chiefs

Major William T. Gerwig
Major Henry A. Cumberland





OPERATION SPIDER



OPERATION SPIDER

UNSAFE DRIVERS BEWARE!



Police officials are shown unveiling the decal which identifies special teams of state troopers and county police officers who are patrolling high accident locations in the Baltimore-Washington corridor. Known as Operation Spider, this enforcement effort is in addition to the normal patrols and is supported by the Maryland Department of Transportation. Police officers are targeting on unsafe drivers who are committing serious traffic violations. Pictured above are (from left to right) Anne Arundel County Police Chief Maxwell V. Frye, Jr.; Baltimore County Police Colonel Joseph A. Shaw; Howard County Police Chief Paul H. Rappaport; Maryland State Police Lt. Colonel Edward M. Evans; Montgomery County Police Major Thomas McDonald; and Prince George's County Police Major Wayne Croyle.

(State Police Photo by Bill Clark)

FIELD OPERATIONS BUREAU

The Field Operations Bureau (FOB) oversees two-thirds of the Agency's sworn personnel, providing State-wide patrol functions. Personnel in seventeen barracks, five posts and five detachments provide patrol, crime prevention, traffic law enforcement, criminal investigation and all other general police services.

Two of the seven troop areas are part of the Baltimore and Washington metropolitan regions. In these regions, the county police agencies have grown commensurate with the population and are the primary law enforcement agencies in the counties. Effort has been underway for several years to establish clear lines of responsibility between the State Police and the county police. A formal agreement in Montgomery County completed its first full year of operation in 1980. A similar agreement was completed and implemented in July with the Baltimore County Police. In these agreements, the county police is recognized as the primary criminal law enforcement agency while the State Police have primary responsibility for traffic patrol and enforcement on the major interstate and other highways. Each agreement allows for local variations and for a mutually supportive environment. Similar agreements are under consideration in Prince George's and Anne Arundel Counties.

In an effort to maximize use of patrol resources, the Agency adopted a new traffic accident investigation policy in 1980. Accidents involving personal injury, government-owned vehicles, vehicles where citations are issued, and vehicles unable to be driven from the scene will continue to be investigated fully. Accidents involving only minor property damage are no longer investigated. The policy change has produced a major time savings, allowing the trooper to return to patrol and other duties much more quickly. This has aided in maintaining a State-wide average response time to calls for service of seven minutes with a stable or diminishing personnel allocation.

Federal and state influences continue to impact the Field Operations Bureau's enforcement priorities. During the past few years, the federal government actively urged each state to enforce the national maximum speed limit on major roads as a method of reducing fatal and personal injury accidents. Supported by funds granted for that purpose, the Maryland State Police designed and implemented several interrelated traffic programs that allowed the State to lead the nation in 55 mph enforcement in 1980. The Field Operations Bureau Headquarters' staff is responsible for the overall planning and monitoring of these programs as well as actually providing special enforcement teams to aid installation personnel where needed. In addition to the 55 mph speed limit, the need for D.W.I. enforcement was also recognized in 1980. While balancing both objectives, there was a 23 percent increase in D.W.I. arrests over 1979 levels. Overall, total traffic enforcement production increased in spite of a reduction in hours available for road patrol during 1980.

A review of criminal offenses indicates a slight State-wide increase (1 percent) in reported Part I and Part II offenses in which a criminal investigation was conducted by the field installations. However, a breakdown of this information by installation area reflects a significant reduction (-10 percent or more) at College Park, Forestville, Rockville, Valley, and Security; areas affected by the formal agreements executed with the local police agencies. Substantial increases in criminal workload (+10 percent or more) were experienced at Waterloo, North East, Salisbury, Berlin, and Garrett County. This increase is contributed to by the growing population in the rural areas and the broader police role of the Agency in those counties. In review of the total activities accomplished, it is important to consider that as of December 1980, the Field Operations Bureau was sixty-six personnel below authorized strength levels.

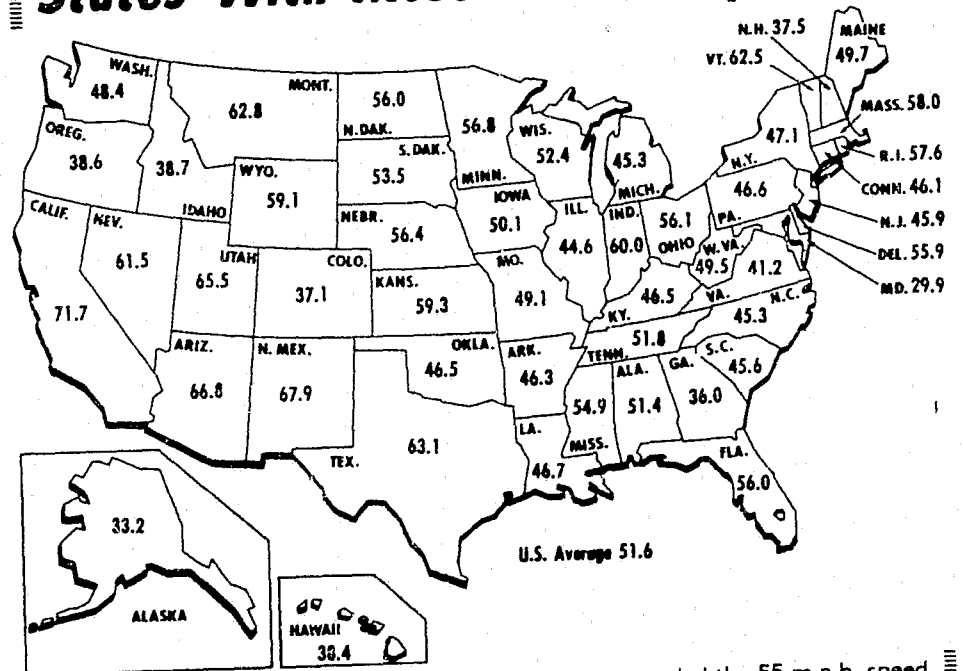
FIELD OPERATIONS BUREAU (CONT'D.)

As part of the Field Operations Bureau staff, the Traffic Program Planning Unit has the primary responsibility to plan traffic programs that support the Agency in its total traffic safety efforts. The planning process involves the identification and analysis of traffic safety problems, development and refinement of general and selective traffic safety countermeasure projects and includes the use of special funding sources to support these efforts. Close liaison is maintained with the National Highway Traffic Safety Administration, Maryland Department of Transportation, State Highway Administration, and other State and local government agencies.

Concentrating on 55 mph enforcement, a major Maryland Department of Transportation grant funded two separate but related programs in 1980. The larger program was the State-wide 55 enforcement program. Utilizing management by objectives techniques, each installation was given the opportunity to determine its own use of public information and overtime enforcement hours funding. State Highway Administration speed surveys were available for all major roadways. These surveys were used as an objective measure of Agency effort. By monitoring results monthly resources and techniques were adjusted to maximize effectiveness. Also funded by this grant was a continuation of the Bus and Truck (BAT) patrol program. This program set as its goal a 10 percent reduction in the expected rate of fatal and serious injury accidents on 55 mph roadways by commercial vehicles. A total evaluation of this program's effectiveness is not yet available.

Maryland today is in fact leading the nation in compliance with the 55 mile limit. The latest figures released by the Federal Department of Transportation show that for the first three quarters of the federal fiscal year, which ended September 30, 1980, only 28.7 percent of the vehicles surveyed in Maryland were exceeding the 55 mile limit. The vast majority of those exceeding 55 were doing so by only a few miles per hour. This is in marked contrast to a large number of states which have experienced great difficulty in enforcing the 55 mile limit, and as a result, are facing possible cutoffs of Federal Department of Transportation Highway funding.

States With Most & Least Speeders



This map shows the percentage of motorists who exceeded the 55 m.p.h. speed limit in each state during a recent six-month period as reported by the Highway Users Federation. California leads the nation in speeders and Maryland is lowest. Speeding percentages generally become lower from west to east.

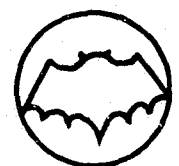
FIELD OPERATIONS BUREAU (CONT'D.)

During 1980, the Agency continued to participate in Operation CARE, cooperating with other East Coast State Police and Highway Patrol agencies. During each holiday period, maximum patrol coverage was maintained on the major interstate highways in Maryland. This was accomplished by the rescheduling of routine assignments, but did not entail cancellation of regularly scheduled leaves. Overtime assignments were used only for the Thanksgiving holiday period. During these periods, all marked patrol vehicles were identified with CARE decals, and materials were distributed by the various citizen band radio and REACT groups to the motoring public at coffee break locations throughout the State. Maryland State Police installations at Waterloo, Frederick, Westminster, Randallstown, JFK, Rockville, Glen Burnie, College Park, Forestville, and Valley Barracks participated in Operation CARE.

Implementation of special traffic enforcement programs is carried out primarily by the field installations. There is a Special Traffic Enforcement Unit that provides concentrated effort at specific target areas. The Unit concentrated on interstate 55 mph enforcement in Washington, Frederick, Howard, and Baltimore Counties from January through September. During the summer season, the Unit aided the Eastern Troop in controlling traffic to and from ocean resorts. The Unit participated in a cooperative effort with five Baltimore-Washington metropolitan county agencies. Operation Spider, as it is known, was designed to achieve a reduction in motor vehicle accidents on high accident severity routes where alcohol or speed are the major problems.

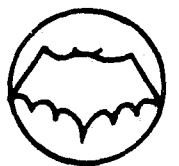
In addition, the program was designed to effectively use the resources of both state and county officers and to promote a good working relationship between the agencies in each county.

The Special Traffic Enforcement Unit also provides the patrol force for the Bus and Truck Patrol. As indicated above, they concentrated on commercial vehicles in an attempt to achieve a joint goal of reducing speed and accident severity. As the following statistics indicate, there was a marked increase in BAT patrol activities in 1980.



Motor Vehicle Citations

Year	Marked Car	Unmarked Car	Radar	Speed Comp.	Total
1979	44	3,112	395	2,356	5,907
1980	148	4,339	2,717	3,191	10,395



Motor Vehicle Warnings

Year	Marked Car	Unmarked Car	Radar	Speed Comp.	S.E.R.O.	Total
1979	11	802	0	106	215	1,134
1980	72	1,032	32	142	348	1,632

FIELD OPERATIONS BUREAU (CONT'D.)

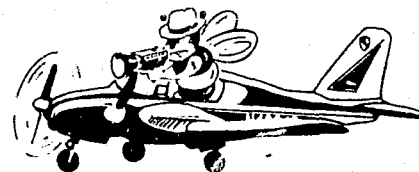
Road Patrol and Total Hours

<u>Year</u>	<u>Road Patrol Hours</u>	<u>Total Hours</u>
1979	5,227	9,020
1980	7,303	13,401

Another effective tool in the speed enforcement effort was the use of aerial enforcement. The Aviation Division in cooperation with the Field Operations Bureau introduced the Aerial Speed Enforcement Program (ASEP) in 1979 and a Cessna 182 airplane was purchased through a federal grant. Ground stopping teams concentrated on roadways in and around the Baltimore-Washington metropolitan area having a 55 mph speed limit. The program regularly shifts its enforcement efforts, concentrating on the most serious problem areas in the state.

Five hundred sixty hours were flown by ASEP during 1980. These flights involved an average of 3.8 men per flight, rendering a total of 2,129.9 man-hours which resulted in 3,261 arrests. This amounts to 1.53 arrests per trooper hour which is a 34.2 percent increase over those years in which a helicopter was used. Each ASEP mission involved a stopping team which averaged 1.8 men per team during 1980, a pilot and an observer.

The most attractive part of ASEP is the fact that it results in the arrest of drivers exceeding the 55 mph limit who are equipped to circumvent most other conventional speed enforcement programs. For example, stopping teams associated with the ASEP have repeatedly reported that a large number of violators apprehended by the use of the aircraft possess operational radar detectors and CB radios. This is also verified by the large number of truck and bus drivers who are currently being issued citations.



Some interesting facts regarding the 1980 ASEP:

1. Average speeding citations issued-speed: 69.8 mph
2. 98 percent conviction rate (approximate)
3. Only 5 to 6 percent of violators actually stand trial, the rest elect to pay the fine
4. Minimum fine - \$40
Maximum fine - \$250
5. The highest speeding citations issued by direction of the airplane:
106.6 mph on I-83 - automobile
102.6 mph on Rt. 48 - truck
92.9 mph on I-70 - tractor/trailer



FIELD OPERATIONS BUREAU (CONT'D.)

Crime Prevention Unit

The Crime Prevention Unit coordinates and promotes all crime prevention activities within the Agency and to local police departments throughout the State. The Maryland State Police is the implementing agency for a crime prevention grant awarded by the Maryland Governor's Commission on Law Enforcement and the Administration of Justice to the Department of Public Safety and Correctional Services. The Crime Prevention Unit operates under the auspices of this grant. Unit personnel conducted training upon request for the Baltimore County Police Department, the Law-Related Education Corporation, the National Council on Crime and Delinquency, the National Retired Teachers Association, American Association of Retired Persons, the Baltimore City Police Department, the United States Park Police, the National Park Rangers, and the Prince George's County Police Department.

Crime prevention training for bank management personnel was offered throughout the State and conducted in Carroll and Cecil Counties. Various films, slides and tape presentations were utilized on 148 occasions by the Unit staff, other Agency personnel, and local allied law enforcement agencies. Approximately 152,000 pieces of Agency and Maryland Crime Watch printed material have been distributed throughout the State. Presentations were made to various home owners associations, civic groups, fraternal and social organizations; such as the Exchange Club, the Knights of Columbus, the American Legion, and the Rotary. Training sessions have been conducted on shoplifting, employee theft, and armed robbery, personal safety and rape prevention. Unit staff also assisted the Maryland Crime Watch Steering Committee in facilitating and coordinating a crime prevention seminar for citizen leaders and elected officials which was conducted at the Baltimore Convention Center in September. The program included the presentation of crime prevention awards by Governor Harry Hughes. The Maryland State Police was the recipient of one of the four of the "Governor's Award for Law Enforcement Agencies."

State Aid For Police Protection

The State Aid for Police Protection Fund is a continuing grant from the State General Fund administered by the Maryland State Police. The funds are exclusively used to supplement local funding for police protection within subdivisions and qualifying municipalities of the State. For the fiscal year 1980, the State Aid for Police Protection had an appropriation from the State's General Fund of \$67,600,000. There was an actual expenditure of \$67,122,052. One hundred fifteen applicants were entitled to receive funds during fiscal year 1980. These funds supported 7,938 law enforcement officers during the year. On-site visits and reviews were conducted at each recipient's business location by the one sworn and two civilian staff members. During these visits, the recipient's financial forms were reconciled with the recipient's various funds and account groups, its independent Certified Public Accountant's audit report and the State's Annual Uniform Fiscal Report. The Maryland State Police receives no compensation for administering the fund.

FIELD OPERATIONS BUREAU (CONT'D.)

Resident Trooper Program

The Resident Trooper Program provides manpower to local governments who wish to enter into a contractual agreement with the Maryland State Police to perform police services exclusively in their jurisdictions. The focus of the program is to provide effective law enforcement services within a framework of acceptable expenditures for both the Maryland State Police and the local government, and to increase police services offered by the Maryland State Police by providing additional law enforcement personnel within a particular jurisdiction. The cost of employing a Resident Trooper is borne by the local government and the Maryland State Police at a ratio of 75 percent to 25 percent. For fiscal year 1980 the estimated unit expenditure for wages, motor vehicle operations, equipment, fixed charges, etc. amounted to \$29,361 for the local government and \$8,898 to the State Police.

Resident Trooper - Local Divisions 8/1/80

County	Uniform	Investigators	K-9	Total
Calvert	9			9
Carroll	26	3	1	30
Cecil	6	3	1	10
Queen Anne	5	1		6
Somerset	1	1		2
Talbot	4	1		5
Washington	2			2
Sub-total	53	9	2	64
Municipality				
Charlestown (Cecil Co.)	1			1
Chesapeake Beach (Calvert Co.)	3			3
La Plata (Charles Co.)	4			4
Leonardtown (St. Mary's Co.)	2			2
Middletown (Frederick Co.)	1			1
Mt. Airy (Frederick Co.)	2			2
Perryville (Cecil Co.)	2			2
Union Bridge (Carroll Co.)	1			1
Sub-total	16			16
TOTAL	69	9	2	80

During the year, a State-wide effort was made to concentrate Resident Trooper activities in the areas of crime investigations, high visibility, increased local patrol, and selective traffic control and enforcement. Public relations through contact with area businesses, citizens and public schools was also increased.

The authorized number of positions increased to eighty-seven during 1980; this represents ten additional positions over 1979. A total of eighty actual Resident Troopers were funded during the year.

FIELD OPERATIONS BUREAU (CONT'D.)

Special Tactical Assault Team Element and Hostage Recovery Team

This was the first full year the STATE Team and the HRT have been in operation. These teams provide a highly trained contingent of personnel capable of responding to and defusing hostage-barricade incidents. The STATE Team was called upon for service fifteen times during 1980. These included three barricade situations, four hostage situations, five fugitive felon searches, one prisoner disorder, and two demonstrations. Over 400 hours were devoted to these calls. The Unit also performed two helicopter rappelling demonstrations during the year. The first was at the Charles County Fair in September and the second was done during November at Chesapeake Appreciation Days at Sandy Point State Park.

The four metro STATE teams were equipped with weapons and shoulder holsters, uniforms, and new patrol jackets. During 1980, the tactical van was equipped with a repeater radio and a new air pellet rifle.

There are currently thirty-nine personnel assigned to the STATE and eight to the HRT. All the personnel are members of field operations command. In December, eleven new members were selected for the team. These men are being trained to be used for a Western Maryland team and an Eastern Shore team. Two of these members were selected as candidates for the three-week training course of the First Army Marksmanship Training Unit at Ft. George G. Meade. They will receive extensive training in the use of firearms, counter sniper techniques, the dispersal of chemical agents, approach and search techniques, and rescue/rappelling missions. Current team members received additional intensive training such as boxing, self-defense, land navigation, rigging for emergency operation in mountainous terrain, water rescue techniques, hostage negotiation, and noise discipline to augment the operational skill level of STATE.

K-9

Twenty-three field personnel and their dogs make up the K-9 teams stationed around the State. Two staff members provide administrative support and coordination for the State Police K-9 activities. Specialized teams include five CDS detector teams, two explosive detector teams, and three bloodhound teams. All the teams provide special capabilities in crime detection, suppression and prevention.

1980 Activities

Criminal Arrests	201
Building Checks	128,450
Actual Building Searches	427
Crowd Control	523
Tracking Searches	302
Explosive Searches	55
K-9 Demonstrations	99
Assist Other Agencies	742

Special training for dog teams in narcotics detection, with emphasis on heroin and cocaine will be conducted during 1981. Tentative plans have also been made to tape an in-service training program dealing with K-9 uses, capabilities and mistakes to be avoided by patrol personnel when using the K-9 teams.

FIELD OPERATIONS BUREAU (CONT'D.)

Underwater Recovery Team

Ten Field Operations Bureau personnel make up the Maryland State Police Underwater Recovery Team. These men are relieved of their field obligations whenever their services are needed. During 1980, the Team had thirty-three requests for diving operations. Four bodies and nine vehicles were recovered, and in six criminal cases, property was found. Seventy-eight diving hours were spent on these operations. Thirty-two hours were spent diving for other agencies during the year.



National Emergency Aid Radio Program

The National Emergency Aid Radio Program (NEAR) is a federally funded project initiated to cut response time to highway problems that require safety and emergency services. In an effort to reduce fatalities, lessen severity of injuries, protect property and restore the safe flow of traffic, citizens' band radios will be installed in Maryland State Police patrol units. The radios will enable the patrol units to monitor the existing Channel 9 frequency to provide prompt assistance to disabled motorists and report roadway hazards that relate to personal safety. Specifications for the citizens' band radios were sent out for bid during December. The radios are expected to be installed by the summer of 1981. Implementation of the program is a joint responsibility of the Maryland State Police and the Department of Transportation, Division of Traffic Safety.

Maryland State Police Pistol Team

The Maryland State Police Pistol Team participated in several in-state and out-of-state competitive matches during 1980. Significant highlights include:

First place team winners in the Indoor Winter Police Pistol League for the State of Maryland

Participation in a shooting demonstration of combat style techniques at the National Rifle Association sponsored Field and Firearms Safety Day held at the Maryland Fish and Gun Club in Carroll County

Participation in regional combat style matches in Beltsville and Sudlersville, Maryland; Kinston, North Carolina; Canton, Ohio; Philadelphia, Pennsylvania; Detroit, Michigan; Simsbury, Connecticut; and Mobile, Alabama. Individual members of the team won many awards at these matches, although the team was only able to place second and third places

The team traveled again to the National Combat Championships in Jackson, Mississippi, and for the third year in a row, finished within the top 10 percent of the teams competing. Two members of the team again placed in the President's Hundred - the top one hundred combat competitors in the country. Team members also won many individual awards at the Nationals.

BALTIMORE METRO TROOP

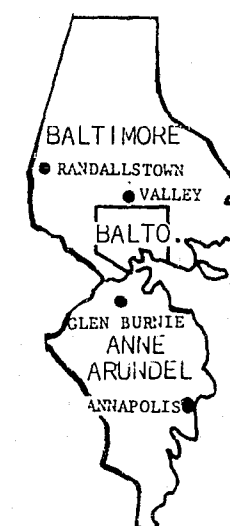
Troop Commander
Troop Headquarters

Captain Leaston V. Booker
Glen Burnie Barrack

Installation Commanders

Annapolis Barrack
Glen Burnie Barrack
Security Barrack
Valley Barrack

First Lieutenant Carl W. Arnold
First Lieutenant Knut E. Ellenes
First Lieutenant Patrick M. Doolan
First Lieutenant Rodney L. Martin



The Baltimore Metropolitan Troop, servicing Baltimore and Anne Arundel Counties, progressed from one having three of the oldest and poorest physical facilities in the State, to one having three of the finest. During 1980, new quarters were completed for the Glen Burnie and Randallstown Barracks and land was appropriated for a facility to replace the Valley Barrack. The Annapolis Barrack, another modern facility was completed and occupied during 1972.

Anne Arundel County is provided full police services by the Glen Burnie and Annapolis Barracks. Operations within the county are as diverse as may be found anywhere within Maryland. A formal memorandum of understanding is currently under negotiation between the Anne Arundel County Police Department and the Maryland State Police to distinguish enforcement responsibilities within the county. The State Police are also involved in the planning for a 911 emergency services call system for Anne Arundel County.

The Anne Arundel County District Court system began issuing Criminal Summonses in 1980 on applications of a complaint, prior to a police report being taken. These summonses were distributed proportionately between the County Police and the State Police. The Glen Burnie Barrack alone, experienced a 59 percent increase in the issuance of criminal summonses during 1980.

Baltimore County is provided selective services in the area of interstate highway safety and traffic enforcement. On July 1, 1980, an agreement was signed between the Maryland State Police and the Baltimore County Police Department to minimize the duplication of police services and allow for more efficient police utilization within the County. The Baltimore County Police Department has primary responsibility for all requests for police services and the investigation of all criminal offenses occurring within the County.

The State Police has primary responsibility for interstate highway safety and traffic enforcement on Routes 1-70, 1-83, 1-95, 1-695 and Maryland Routes 695 and 702.

The polygraph examiner for the Baltimore Metropolitan Troop conducted 206 criminal case examinations during 1980. One hundred and forty-three of these cases were conducted for other police departments and agencies. Twenty-eight cases resulted in confessions after examination.

BALTIMORE METRO TROOP (CONT'D.)

During 1980, significant progress was made on the use of hypnosis as an investigative tool. Three troopers were trained in the technique and they conducted thirty-three hypnosis sessions. Twenty-one of the cases resulted in additional recall that aided in the investigations. These cases included sessions with homicide witnesses, armed robbery and rape victims, hit and run witnesses and other victims of violent crimes.

Members of the Mobile Crime Lab received advanced training in accident investigation and reconstruction. The unit also developed several evidence collection kits used for traffic investigation and reconstruction, mass arrests and disaster identification. Unit personnel served 706 requests for service during 1980, which qualifies it as one of the busiest in the State, servicing five police installations within three counties. During May, the Troop Mobile Crime Lab was centralized at the Glen Burnie Barrack with all requests for service being answered from the central location.

ANNAPOLIS BARRACK

The Annapolis Barrack is located in suburban Annapolis. Its scope of responsibility includes that part of Anne Arundel County south of Annapolis City but not within the city limits. The law enforcement effort is shared with the Anne Arundel County Police, although only sixty county officers out of their total 430 sworn personnel are assigned this area. There are no formal written agreements with the County Police Department regarding service to the residents in the southern part of Anne Arundel County.

During November, Annapolis Barrack began to intensify D.W.I. enforcement and a special patrol (from 2:00 a.m. to 4:00 a.m.) was inaugurated. Correspondence was mailed and meetings were held with the Anne Arundel County Licensed Beverage Association, Chairman of the County Liquor Control Board, and a local "CB" club to explain the purpose of the program and how they might assist. A local news reporter accompanied a trooper assigned to this patrol, and a front page article explaining his experience and promoting the program was published. The effort was very successful and seventy-two D.W.I. arrests were made during November and December.

Special traffic assignments at the Navy-Marine Corps Stadium and Laurel Raceway used 219 man-hours. There were sixty traffic safety lectures given throughout the year for an expenditure of 175 hours.

During the year, one TFC was assigned part-time to crime prevention activities. He presented seventeen lectures on subjects like Operation Identification, home security, Neighborhood Watch, personal security, security for the elderly, and shoplifting, expending approximately 125 hours. Sixty hours were spent conducting nine sight security surveys in retail stores and residences. Crime prevention tips were published in the local newspaper and broadcast by the three local radio stations.

Barrack personnel participated in several major criminal investigations during the year. One nine-month CDS investigation resulted in thirteen arrests, the confiscation of seven vehicles, and the service of four search and seizure warrants. Annapolis troopers arrested a major supplier of cocaine for this county and the city of Annapolis. His source was arrested by Virginia authorities based upon information from the same investigation. In another case, nine persons were arrested and ten thousand dollars in jewelry and silver were recovered. Known as the "Pillowcase Bandits," they were responsible for an estimated theft of one million dollars in property.

ANNAPOLIS BARRACK (CONT'D.)

1980 Statistics

Accidents Investigated.....472	Part I Offenses.....481
Fatal Accidents Investigated.....8	Part II Offenses.....552
D.W.I. Arrests.....265	Criminal Arrests.....771
Motor Vehicle Citations.....7,007	Adminis. Investigations.....117
Motor Vehicle Warnings.....12,442	

GLEN BURNIE BARRACK

The Glen Burnie Barrack is responsible for the northern half of Anne Arundel County. This metropolitan area is a densely populated residential area with both detached and cluster apartments, twelve industrial parks, and several large shopping centers. Major traffic arteries transverse this part of the County. These roadways carry extremely heavy commuter traffic during morning and evening rush hours, and heavy tourist traffic during holidays and summer weekends.

The Anne Arundel County Police Department shares the law enforcement responsibility with the State Police. Currently, no formal written agreements defining areas of responsibility exist between the two agencies, however, a Letter of Intent has been forwarded to the Chief of the County Police as a first step toward formalizing such an agreement.

In April 1980, Glen Burnie Barrack moved its operation into its new facility on Hammond's Ferry Road from offices provided at Motor Vehicle Administration headquarters. The Baltimore Metropolitan Troop Crime Laboratory also maintains its office at the new facility. Garage and radio repair facilities are not located at this barrack since these services are available at other nearby installations.

Glen Burnie Barrack handles all calls for service from the Maryland House of Correction, the Brockbridge Correctional Facility, the Correctional Institution for Women, the Jessup Annex, and the Jessup Pre-Release Unit. Almost daily during 1980, Glen Burnie troopers were sent to pick up and process controlled dangerous substances seized from the inmates of the Brockbridge Correctional Facility. This problem was alleviated by the assignment and proper training of corrections personnel to weigh, record, package and transmit the CDS seized in the institutions. This joint effort reduced the use of Maryland State Police personnel, vehicles and vital manhours. Glen Burnie Barrack personnel also investigated over three hundred reported escapes during the year. The Maryland State Police expend many man-hours in taking escape reports from the correctional institutions.

Glen Burnie Barrack personnel participated in several special traffic programs during 1980. One of these was Operation CARE, a concentrated traffic enforcement program worked on the Labor Day and Thanksgiving holiday weekends. Also, specific DWI routes were identified according to hour-of-day, day-of-week, and route location. Based on this information, patrols were assigned to address the DWI-type violation. Further, the barrack instituted priority patrol roadways. These roadways were allotted special patrol attention during the morning and evening hours when rush hour traffic is at its heaviest. The mere presence of marked patrol cars on these roadways is believed to have reduced the many accident causing violations.

GLEN BURNIE BARRACK (CONT'D.)

The largest consumer of special manpower assignment hours was Laurel Raceway where 872 hours were devoted to traffic coordination. Also during the year personnel from the installation gave twenty lectures on traffic safety and conducted forty security surveys and crime prevention lectures. Crime prevention activities are assigned to one trooper trained in crime prevention techniques. These activities are limited though, because of the barrack's voluminous criminal workload.

A new policy of the District Court of issuing a criminal summons upon application from a complainant dramatically increased the volume of summonses served by both County and State Police. Barrack personnel served 1,793 summonses compared to 428 in 1979.

1980 Statistics

Accidents Investigated.....789	Part I Offenses.....975
Fatal Accidents Investigated.....9	Part II Offenses.....1,309
D.W.I. Arrests.....368	Criminal Arrests.....1,242
Motor Vehicle Citations.....8,287	Adminis. Investigations.....211
Motor Vehicle Warnings.....14,458	

SECURITY BARRACK

The Security Barrack, formerly the Randallstown Barrack, commenced operations on November 4, 1980 at their newly constructed facility on Belmont Avenue adjacent to the Baltimore Beltway and Security Boulevard. The two-story building provides all the physical facilities necessary to conduct a modern police operation. Ample office space is provided for all administrative and support staff. The facility is also scheduled to include a new four-bay garage facility. An area for a radio repair shop has been provided for future use as adequate staffing becomes available.

On July 1, 1980, the Maryland State Police entered into an agreement with the Baltimore County Police Department to more clearly define distinct police responsibilities. As a result, Security Barrack's primary responsibility lies on the interstate highways in the western and southern portions of Baltimore County. The Barrack handles accident investigations, traffic enforcement, and any traffic problems existing on the interstate highways within their boundaries. The Barrack has twenty-five radar operators and eleven VASCAR operators who are trained to patrol high-speed accident areas with the intent to reduce accident totals. Infrequently, calls for service require the troopers to leave their assigned area of primary responsibility to handle other calls.

Several crime prevention surveys were conducted prior to the Memorandum of Understanding with Baltimore County. In each of these surveys, the crime prevention ideas, after implementation, proved very valuable in reducing some of the crime problems in the County. A barrack trooper received the Achiever's Award for Crime Prevention and the Certificate for Patrol Officer's Award at the Governor's Crime Prevention Awards Program. Involvement in crime prevention programs was terminated by agreement on July 1, 1980.

SECURITY BARRACK (CONT'D.)

On January 23, 1980, Baltimore County switched to the 911 emergency system. Under this system, unless the caller specifically requests the State Police, calls will be routinely referred to the County Police. The State Police is, however, actively engaged in negotiating a place in the system. Soon, calls for service will be automatically assigned to the State Police through the system hardware.

1980 Statistics

Accidents Investigated.....750	Part I Offenses.....428
Fatal Accidents Investigated.....5	Part II Offenses.....533
D.W.I. Arrests.....328	Criminal Arrests.....436
Motor Vehicle Citations.....11,832	Adminis. Investigations.....340
Motor Vehicle Warnings.....7,832	

VALLEY BARRACK

The Valley Barrack is located in the State Highway Administration facility at Falls and Joppa Roads, Lutherville, and has patrol responsibility on the interstate road system east of State Route 25 (Falls Road). This area includes metropolitan as well as rural patrols. There are plans to build a new Valley Barrack on Kelso Drive near I-695 in Baltimore County and the decision to begin construction should be made during 1981.

One important goal for the Valley Barrack during 1980 was to improve the patrol coverage on the interstate highways. Additional manpower was assigned during peak traffic hours to accomplish this goal. Warnings increased by 57 percent and a 14 percent increase in D.W.I. arrests was recorded during the year.

Special traffic programs are a significant responsibility for the Valley Barrack. Over 1,680 man-hours were expended for traffic direction at the Timonium Race Track and Timonium State Fair. Other details included traffic direction for the Grand National Point-to-Point and Maryland Hunt Cup Timber Races.

As a result of the Memorandum of Understanding, criminal investigation efforts were drastically reduced. In 1980, there was a decrease of 60 percent in Part I and 48 percent in Part II offenses from 1979 statistics, however, other areas of investigation increased significantly. The Investigation Section is used to conduct follow-up investigations of serious and fatal accidents. Administrative investigations increased by 30 percent over the previous year. Investigations for handgun permits and transfers (338) and warrants and summonses (415) accounted for the largest increases.

VALLEY BARRACK (CONT'D.)

With the agreement, Valley Barrack became responsible for investigations at the Maryland Training School. They handled 232 A.W.O.L.'s and escapees/runaways from the Training School during the last six months of 1980.

The new role of the Maryland State Police in Baltimore County has limited its involvement in crime prevention. Although no one is assigned to the activity full-time, the Barrack does maintain liaison with the Baltimore County Police who provide this function for the County. Prior to July, seven lectures on crime prevention were given by Valley personnel and twenty lectures were given on traffic safety.

1980 Statistics

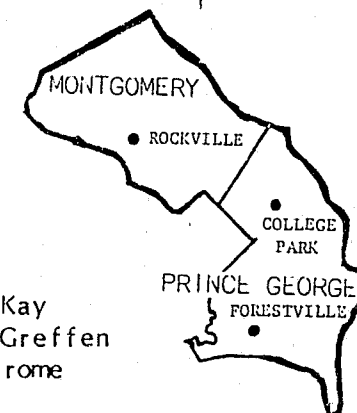
Accidents Investigated.....851	Part I Offenses.....244
Fatal Accidents Investigated.....17	Part II Offenses.....195
D.W.I. Arrests.....273	Criminal Arrests.....235
Motor Vehicle Citations.....12,551	Adminis. Investigations.....570
Motor Vehicle Warnings.....14,350	

WASHINGTON METRO TROOP

Troop Commander Captain Edward Hechmer
Troop Headquarters College Park Barrack

Installation Commanders

Forestville Barrack	First Lieutenant William J. Kay
College Park Barrack	First Lieutenant Charles F. Greffen
Rockville Barrack	First Lieutenant Morris L. Krome



The Washington Metro Troop which includes the Rockville, College Park and Forestville Barracks has, as its name indicates, responsibility in the densely populated suburban Washington, D.C. area. Both Montgomery and Prince George's Counties have large, well-trained and equipped police departments. A signed jurisdictional agreement is in effect in Montgomery County and an earlier, less structured accord in Prince George's County is being updated. These agreements define the State Police role as being primarily traffic patrol and enforcement on the major highways, although the Forestville Barrack has a significant criminal investigation workload. All three installations have concentrated patrols on Interstates 495 and 95, the Capital Beltway.

The crime laboratory staff completed polygraph examinations for the Washington Metro Troop and as needed for the Southern Troop.

FORESTVILLE BARRACK

The Forestville Barrack, in Prince George's County, has jurisdictional authority south of Route 50. Six municipal police departments and the County Police share law enforcement responsibilities in this half of the County. A preliminary agreement with the County Police has been signed to cover the investigation of homicide and rape offenses. Accordingly, these are to be conducted by the County whenever an immediate apprehension cannot be made by the State Police. Negotiations will be held during 1981 for a more detailed agreement with regard to all police services provided by the Maryland State Police.

The Forestville Barrack participates in the Prince George's County 911 system. During 1980, 2,973 calls were referred to the installation. Tremendous response to the 911 system is evidenced when considering the number of calls for service taken by the State Police represented only 3.6 percent of the total calls received in the County.

The Forestville Barrack set as one of its goals, the reduction of pedestrian fatalities on the Washington Beltway. A selective patrol shift was used to successfully accomplish this goal during the year. Only two pedestrian fatalities were among the five fatal accidents investigated by Barrack personnel on the Beltway.

FORESTVILLE BARRACK (CONT'D.)

During 1980, Barrack personnel had a 6.9 percent increase in arrests for D.W.I. One trooper had over 10 percent of the total 649 arrests.

An increased emphasis was placed on the D.W.I. offender during the year. As a result, there were 649 arrests representing a 6.9 percent increase over 1979.

Special traffic patrols were required throughout the year for traffic direction at the Capital Center and the Rosecroft Raceway. Seventy-nine racing dates from March through June required the assignment of two troopers for the first two months and three for the last two months.

On August 12, Prince George's County employees assigned to the Marlboro Detention Center left their posts and the Detention Center. The job action caused a riot inside the facility and State Police from the Southern Troop and the Washington Metro Troop were called in to restore order. The situation was quickly brought under control. The job action lasted seven days and required the commitment of twelve troopers from Forestville.

1980 Statistics

Accidents Investigated.....1,127	Part I Offenses.....691
Fatal Accidents Investigated.....15	Part II Offenses.....596
D.W.I. Arrests.....649	Criminal Arrests.....438
Motor Vehicle Citations.....21,063	Adminis. Investigations....3,646
Motor Vehicle Warnings.....9,537	

ROCKVILLE BARRACK

The Rockville Barrack completed the first full year for a Maryland State Police installation under a jurisdictional agreement with the primary local police agency. Rockville has responsibility for line patrols on I-270, I-495, and Maryland Route 29 in Montgomery County. Although currently located in an obsolete facility leased from the State Highway Administration, funds for site acquisition for a new facility were appropriated in the current fiscal year.

At the beginning of October 1980, this installation responded to an invitation to assist the Montgomery County Police Department (MCPD) Rockville Station in establishing a plainclothes strike force in an attempt to stem a growing number of burglaries and robberies in the area. For more than thirty days, manpower was provided to supplement personnel from the MCPD and the Rockville City Police. Additionally, the installation's unmarked 4-wheel drive pick-up truck was also used. A total of three hundred man-hours including sixty overtime hours was expended, and although no apprehensions were made, a number of suspects were developed. The exposure of Agency personnel to this type of cooperative criminal enforcement activity proved to be very beneficial. Although the strike force is still in operation, restrictions on overtime and manpower demands have forced the State Police to discontinue its participation.

ROCKVILLE BARRACK (CONT'D.)

1980 Statistics

Accidents Investigated.....872	Part I Offenses.....46
Fatal Accidents Investigated.....8	Part II Offenses.....75
D.W.I. Arrests.....254	Criminal Arrests.....191
Motor Vehicle Citations.....16,515	Adminis. Investigations.....3,166
Motor Vehicle Warnings.....16,460	

COLLEGE PARK BARRACK

The College Park Barrack is responsible for that portion of Prince George's County bounded on the north by Howard County, on the west by Montgomery County, to the south by Washington, D.C., and to the east by U.S. Route 50. A preliminary formal agreement exists between Prince George's County Police and the College Park Barrack. Primary responsibility for the State Police is the conduct of traffic services on I-95, I-495, and U.S. Route 50. There has been a corresponding deemphasis of criminal investigation activities.

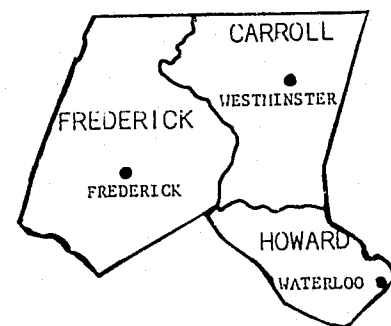
During 1980, traffic direction for Laurel and Bowie Race Courses involved 1,631 man-hours, 711 of which resulted in overtime. Four hundred forty-four man-hours of traffic direction was also provided for the University of Maryland football games; 326 of these hours were overtime.

During 1980 emphasis was placed on increased visible violator contacts and D.W.I. arrests. Training sessions were held for Sergeants with the theme being increased stops, particularly warnings and Safety Equipment Repair Orders which do not require increased time away from administrative duties for court time. The Sergeants then spent one full shift riding with each member of their group retraining. A D.W.I. training program was also made available to the entire Troop, with instructors Mr. Peter J. Larkin of the Arlington County, Virginia Alcohol Safety Action Program and Officer Walter H. Summers of the Arlington County Police Department. The program was very well received by all participants. For the College Park Barrack, the results were very successful. Total stops over 1979 increased by 11 percent, and D.W.I. arrests increased 14 percent over 1979.

1980 Statistics

Accidents Investigated.....993	Part I Offenses.....507
Fatal Accidents Investigated.....8	Part II Offenses.....336
D.W.I. Arrests.....464	Criminal Arrests.....351
Motor Vehicle Citations.....14,979	Adminis. Investigations.....327
Motor Vehicle Warnings.....14,302	

CENTRAL TROOP



Troop Commander Captain William E. Brooks
Troop Headquarters Waterloo Barrack

Installation Commanders

Westminister Barrack First Lieutenant Robert J. Weisenmiller
Waterloo Barrack First Lieutenant James E. Harvey
Frederick Barrack First Lieutenant Grover N. Sensabaugh

The Central Troop includes Frederick, Howard, and Carroll Counties. Once primarily rural, these counties are becoming increasingly suburban in nature. Criminal activity and vehicular traffic has risen accordingly. Howard County maintains a major county-wide police force while the State Police are the primary law enforcement agency in Frederick and Carroll Counties. They are augmented by the Sheriff's Department in Frederick County and a large Resident Trooper contingent in Carroll County.

The Central Troop maintains one Mobile Crime Laboratory that responds to calls for service in the Troop area as well as in Montgomery and Prince George's Counties. The Mobile Unit responded to 752 crime scenes during the year. A Polygraph Unit is also available to the Troop to administer examinations in conjunction with criminal investigations and pre-employment examinations. There were 143 criminal and 26 non-criminal examinations administered.

The Central Troop also administers the Agency Tactical Vehicle Unit. The Unit, used for hostage, civil disturbance, and escape situations, was used in 1980 following escapes from the State's penal institution in Jessup, Maryland. The Unit also is made available for demonstrations to civic groups and fraternal organizations.

WESTMINSTER BARRACK

The Westminister Barrack has responsibility for Carroll County with the exception of the incorporated city of Westminister, which maintains a full-time police department. Several incorporated towns have police departments employing from one to five officers, however, none of these local departments are able to provide police coverage twenty-four hours a day, seven days a week. Westminister Barrack personnel handled a total of 1,744 complaints in the incorporated towns of Carroll County. In addition, Carroll County contracts for thirty Resident Troopers to patrol throughout the County. The town of Union Bridge has contracted for one Resident Trooper for their community. Over 96,500 residents live in this rural and semi-metropolitan County.

Westminister Barrack is situated on Maryland Route 140, east of Westminister city limits. Seventy-five uniformed personnel, including the Resident Troopers, work out of the installation. Special traffic activities required extensive coverage throughout the year. There were eleven major volunteer fire department carnivals and parades during 1980. Four hundred man-hours were devoted to foot patrols, K-9 patrols, and the regulation of traffic. The Irish Folk Festival, Hampstead Day, and two functions at the Carroll County Farm Museum required all-day police protection by Resident Troopers and other Barrack personnel.

The uniformed Resident Troopers are assigned to permanent patrols and are assigned throughout the County considering population density, volume of calls, and area of patrol. Their primary function is to provide the County with a highly visible uniformed patrol force whose goal is crime suppression and investigation. The Troopers patrol in marked vehicles and are instructed to frequent shopping and business areas, housing developments, county and state parks, and other areas where people congregate. During 1980, Resident Troopers conducted 93 residential surveys and 27 commercial surveys. One hundred sixty-three hours were devoted to the surveys. There were 105 individual talks presented by Resident Troopers in 1980 to civic groups, schools, scouts, and similar organizations.

Westminister troopers provided twenty-four traffic safety programs to various school, scouts, and civic groups during the year. Four hundred and eighty house checks were performed, which is a 1 percent increase over 1979, when 437 were taken. Troopers continued in 1980 to check each bank in Carroll County on a daily basis. Forty crime prevention talks were given covering Operation Identification, home security, commercial security, rape prevention, and drug detection.

1980 Statistics

Accidents Investigated.....	1,158	Part I Offenses.....	2,141
Fatal Accidents Investigated.....	13	Part II Offenses.....	1,962
D.W.I. Arrests.....	159	Criminal Arrests.....	1,605
Motor Vehicle Citations.....	7,365	Adminis. Investigations.....	699
Motor Vehicle Warnings.....	13,984		

WATERLOO BARRACK

Barrack "A" Waterloo, is located on Route 175 adjacent to Interstate 95 in Howard County. The County is divided into five patrol areas, and has an estimated population of 150,500. The County covers 250 square land miles and has 735 miles of highway. One of the fastest growing areas of the State, Howard County is moving from its rural posture to one of suburban and metropolitan status. Although the area west of Columbia is still rural, that east of Columbia is rapidly expanding into residential and heavy industrial areas.

The Barrack has first response responsibility for Patuxent Institution, Clifton T. Perkins State Hospital, Laurel Race Course, the Free State Raceway and Dorsey Speedway. The Agency has total concurrent jurisdiction with the Howard County Police Department, and to a lesser degree with the Howard County Sheriff's Department. An informal agreement exists wherein the County Police do not patrol Interstates 70 and 95, however, they will handle incidents discovered while on point-to-point travel. The cooperative working arrangement with them has been excellent.

On October 18, 1980, the old Waterloo Barrack was officially closed and its equipment and personnel moved into a new two-story brick facility located on property adjacent to the old building.

Crime prevention activities have taken a front seat in Howard County. One of the main activities was the initiation of sixty-nine Neighborhood Watch or Block Captain programs. For each area there are citizen block captains selected by the neighborhood who maintain communication with the Division's Crime Prevention Coordinator. Bi-monthly meetings have kept both citizens and police abreast of incidents, and special areas of concern in the neighborhood.

1980 Statistics

Accidents Investigated.....505	Part I Offenses.....502
Fatal Accidents Investigated.....7	Part II Offenses.....478
D.W.I. Arrests.....333	Criminal Arrests.....878
Motor Vehicle Citations.....14,529	Adminis. Investigations...1,139
Motor Vehicle Warnings.....11,609	

FREDERICK BARRACK

The Frederick Barrack is responsible for 95 percent of all police services in Frederick County outside of the four incorporated cities of Frederick, Brunswick, Emmitsburg, and Thurmont. The Barrack is located at the intersection of Baughman's Lane and West Patrick Street within the incorporated city of Frederick. Frederick County has a population of 115,000 persons and is the largest land area county in the State. Frederick City is the hub of a network of eighty miles of dual-lane highways which are the responsibility of the Frederick Barrack.

The Frederick County Sheriff's Department has concurrent jurisdiction within the county, and the Sheriff and the Frederick Barrack Commander have an informal agreement to turn over all investigations of murder, rape, and robbery to the Barrack and any other calls for police service when manpower is not available immediately. The State Police enjoys excellent rapport with the police departments in all four incorporated cities.

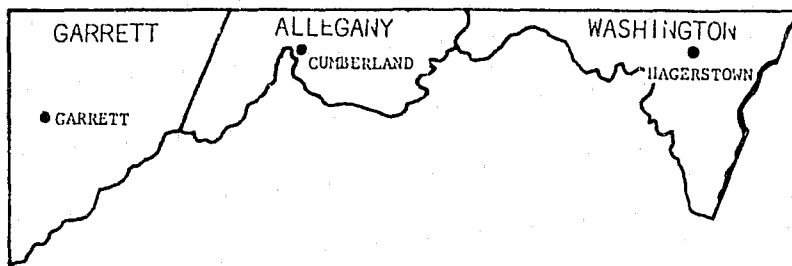
Frederick Barrack has three Resident Troopers who complement the fifty-five uniformed personnel working out of the installation. One Resident Trooper is assigned to Middletown and two are assigned to Mt. Airy. The Mt. Airy Resident Troopers are funded jointly by Carroll and Frederick Counties. These officers have primary responsibility for crime prevention and other services to the community in which they are assigned. All three have received extensive crime prevention training and were active in presenting programs to various civic and school groups throughout the year.

During 1980, eight additional uniformed personnel received training in crime prevention. These men have given crime prevention training lectures to approximately five hundred persons. There were fifteen Neighborhood Watch and Operation Identification lectures given and eleven security surveys conducted with another twelve activities coordinated. Eleven security surveys were conducted during 1980.

1980 Statistics

Accidents Investigated.....1,404	Part I Offenses.....1,635
Fatal Accidents Investigated.....25	Part II Offenses.....1,039
D.W.I. Arrests.....240	Criminal Arrests.....1,706
Motor Vehicle Citations.....12,653	Adminis. Investigations.....704
Motor Vehicle Warnings.....9,078	

WESTERN TROOP



Troop Commander
Troop Headquarters

Captain William R. Turnbull
Cumberland Barrack

Installation Commanders

Hagerstown Barrack
Cumberland Barrack
Garrett County Detachment

First Lieutenant Hiram J. Brown
First Lieutenant Robert G. Yinger
First Sergeant Paul R. Sanders

The Western Troop includes Washington, Allegany, and Garrett Counties. Fully staffed installations at Hagerstown and Cumberland serve Washington and Allegany Counties. Sparsely populated Garrett County is served by a limited detachment with office facilities in McHenry. All three installations provide full police services in their areas.

Troop staff polygraph operations in the Western Troop have been curtailed from previous years because of the unavailability of a qualified full-time operator. There were sixty-eight scheduled criminal and applicant examinations during 1980. One Mobile Crime Lab van and two automobiles equipped with basic tools for examinations are assigned to the three counties. They handled seven hundred and thirty-seven cases. Three hundred of these were State Police cases and the others were handled for other police departments in the Troop area.

HAGERSTOWN BARRACK

The Hagerstown Barrack serves rural Washington County. Sharing law enforcement responsibilities with the Maryland State Police in the County is the Washington County Sheriff's Department. Additionally, two Resident Troopers are contracted for by the Washington County government.

Traffic programs played a major role in the installation activities. "Prevent a Tragedy," is a joint effort of the Lions Clubs of Washington County, the Maryland State Police and the Sheriff's Department. This annual Christmas holiday program emphasized a common sense approach to driving and drinking. Various means were used to attract the attention of citizens at eating and drinking establishments. Breathalyzer operators regularly speak at D.W.I. rehabilitation clinics for the Washington County Health Department. Demonstrations were also held at the local colleges and high schools to expose large groups to the D.W.I. laws and to try to deter drinking/driving behavior.

HAGERSTOWN BARRACK (CONT'D.)

Twenty-six traffic safety lectures were given during 1980. The installation commander is a member of a civic committee which met monthly to discuss traffic problems and their solutions. Problems ranging from dangerous intersections to railroad crossings to school bus problems were referred to this committee by city, county, and state officials, and by concerned citizens. The local citizen band radio groups worked closely with all the police departments, offered free coffee and doughnuts to weary motorists at rest stops, and patrolled local highways attempting to assist troubled motorists. Halloween patrols were maintained on the night of the Mummers Parade to curtail the incidence of breakings and enterings of houses when the owners were attending the parade.

Crime prevention activities were handled by the two Resident Troopers assigned to Washington County. Twenty security surveys were conducted at residences and commercial establishments in an attempt to familiarize the citizens with measures which they can take to discourage burglars from gaining entrance to their property. Twenty-one crime prevention lectures were given on drug abuse, self-defense, Operation Identification, and home security.

A new criminal investigative program was started in the County in February which focused on the exchange of information received from informants and anonymous callers. The Hagerstown Police, Washington County Sheriff's Office, and the Maryland State Police combined their resources in this effort. If the information received led to an arrest or indictment, the caller received a substantial reward. Examples of the numerous cases closed through this program are an assault with intent to murder, an attempted robbery, a fatal hit and run accident, and many breakings and enterings.

The State Police have responsibility for handling all criminal complaints from the Maryland Correctional Institution and the Maryland Training Center. Many of these complaints are alleged abuses of inmates and all require thorough investigations even though many are unfounded.

Hagerstown State Police personnel also worked closely with the Washington County Child Abuse Team and the organization formed to assist battered women entitled "Citizens Assisting and Sheltering the Abused."

1980 Statistics

Accidents Investigated.....891	Part I Offenses.....759
Fatal Accidents.....16	Part II Offenses.....516
D.W.I. Arrests.....138	Criminal Arrests.....523
Motor Vehicle Citations.....10,525	Adminis. Investigations.....661
Motor Vehicle Warnings.....4,810	

CUMBERLAND BARRACK

The Cumberland Barrack is located in mountainous Allegany County. The county has a population of 80,413 and 729 miles of state and secondary roads. The city of Cumberland is considered the commercial hub of the region. The Allegany County Sheriff's Department shares law enforcement responsibilities with the Maryland State Police in the county. The barrack currently has signed agreements with seven municipalities allowing the State Police to investigate crimes within these communities. There is also an agreement between the Maryland State Police and the County Sheriff's Department that all "911" calls received at the Emergency Operation Center are forwarded to the State Police. In cases where manpower is not available or the Sheriff's Department vehicle is closer, the Sheriff's Department answers the call.

A Special Truck Enforcement Patrol was created during October 1979 and continued through 1980 to handle the increased truck traffic and the commensurate increase in problems on U.S. Routes 40 and 48. The mountainous terrain contributes to excessive speed, brake failures, and an inordinate number of accidents involving trucks. Expanded patrol coverage and the assignment of select personnel to these problem areas has had a significant effect on reducing truck accidents, and the number of brake failures, according to the State Highway Administration. A total of 887 man-hours during 1980 produced 954 citations and 1,899 warnings to trucks, buses, and automobiles.

Crime prevention activities and community service efforts have greatly improved police relations with residents and with the business community in Allegany County. The crime prevention Trooper for Allegany and Garrett Counties received the State's highest award for crime prevention, the Governor's Crime Prevention Achiever's Award.

Crime prevention activities for 1980 included:

A Crime Prevention Tip of the Week was printed in the local Cumberland News offering tips to residents to help discourage or reduce crime.

Twenty-five in-depth security surveys and fourteen Operation Identification programs were conducted.

Seventy-five lectures were given on controlled dangerous substances, crime prevention, and police career programs. Several of these lectures were all-day sessions at local schools and festivals.

During June, a two and one-half day seminar on how to conduct a basic security survey for residential and commercial establishments was held by the Field Operations Crime Prevention Staff at the Cumberland City Police Department training facility. All Maryland State Police patrol personnel from Allegany and Garrett Counties and personnel from other local police departments participated in the training seminar.

In September, the Crime Watch League of Allegany County was chartered through the efforts of the Crime Prevention Officer. Similar to the program in Washington County, Crime Watchers is made up of business and community people actively soliciting information and funds to assist in solving community crimes. A Crime Solvers telephone was installed in the Cumberland Barrack to receive information.

CUMBERLAND BARRACK (CONT'D.)

1980 Statistics

Accidents Investigated.....	593	Part I Offenses.....	646
Fatal Accidents.....	12	Part II Offenses.....	576
D.W.I. Arrests.....	101	Criminal Arrests.....	443
Citations.....	5,932	Adminis. Investigations.....	663
Warnings.....	11,857		

GARRETT COUNTY DETACHMENT

Garrett County Detachment is located in the western most and second largest county in the State. There are 895 miles of roads and 25,856 year-round residents. It is estimated that the population doubles in the summer due to the cottages and resorts on Deep Creek Lake. The Garrett County Sheriff's Department has concurrent jurisdiction in the County. A signed agreement exists between the mayors and city councilmen for the Maryland State Police to take any police action necessary on observed crimes within these communities. Sixteen uniformed employees and one investigator is the authorized staffing of the Detachment which is housed in a rented six-room farmhouse located in McHenry on U.S. Route 219. This installation is only staffed part-time and when closed, the telephones are answered at the Cumberland Barrack. Radio dispatch and secretarial assistance also comes from the Cumberland Barrack.

Crime prevention activities are handled by the Crime Prevention Officer at the Cumberland Barrack. Due to the limited manpower available to cover the County, no special traffic programs were initiated during 1980 other than the Special Truck Enforcement Patrol. To date, this program has been successful and will continue during 1981.

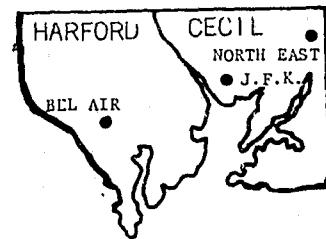
1980 Statistics

Accidents Investigated.....	489	Motor Vehicle Warnings.....	2,563
Fatal Accidents Investigated.....	8	Part I Offenses.....	271
D.W.I. Arrests.....	83	Part II Offenses.....	402
Motor Vehicle Citations.....	3,786	Criminal Arrests.....	306

NORTHEAST TROOP

Troop Commander
Troop Headquarters

Captain Edgar L. Peach
Bel Air Barrack



Installation Commanders

North East Barrack
Bel Air Barrack
JFK Memorial Highway Post

First Lieutenant Larry E. Rush
First Lieutenant Bernard T. Haywood
Second Lieutenant Edwin W. Schulz

The Northeast Troop is responsible for that area of Northeastern Maryland from Baltimore County to the Pennsylvania and Delaware State Lines. It includes Bel Air Barrack in Harford County, North East Barrack in Cecil County, and the JFK Highway Post on Interstate 95.

The troop area represents the spectrum of Maryland State Police services. Bel Air Barrack shares jurisdiction with the Harford County Sheriff's Office which is growing as the County becomes increasingly suburban. North East Barrack area is more rural and the State Police remain the primary law enforcement agency there. The JFK Post has a nearly totally traffic oriented assignment to patrol the forty-two miles of I-95 maintained by the Maryland Toll Facilities Administration known as the JFK Highway.

Both Bel Air and North East Barracks have high criminal investigation workload. As such, both Barracks have also devoted many hours to crime prevention activities such as public education and security surveys. The troop crime laboratory unit processed 335 cases in 1980, including forty for other police agencies.

NORTH EAST BARRACK

The North East Barrack is located on U.S. Route 40 approximately one-quarter mile west of State Route 272 in Cecil County. Its area of responsibility covers Cecil County excepting the JFK Highway and five incorporated municipalities. The Cecil County Sheriff's Department, with an authorized strength of twenty-three, shares jurisdictional authority with the Maryland State Police.

During the past year, the Maryland State Police and the Susquehanna/Chesapeake Job Corps Center in Port Deposit completed a formal agreement defining concurrent jurisdiction. Normally, crimes committed on Center property are considered federal offenses, but the absence of federal police in the immediate vicinity made it necessary for the State Police to assist the Center in these matters. When requested by the Job Corps Security Force, the State Police investigates and makes arrests for criminal acts committed by Corps personnel.

Late in 1980, Barrack personnel developed a training program in increased detection, apprehension and processing of D.W.I. offenders. Because the training did not begin until November, there was little significant change in the year's D.W.I. arrest totals, but this increased interest in D.W.I. enforcement is expected to show substantial results during 1981.

NORTH EAST BARRACK (CONT'D.)

Thirteen Resident Troopers are assigned to Cecil County. Services for ten are contracted for by the county government, two funded by the town of Perryville and one is contracted for by Charlestown. The County Resident Troopers include three plainclothes investigators and a K-9 dog trained in the detection of narcotics.

Crime prevention activities engaged in by the Resident Troopers during 1980 included lectures to sixty-five groups of citizens on topics such as drugs, traffic safety, rape prevention and Operation Identification. A Crime Solvers program was also initiated to establish rewards for private citizens who offer information that leads to the closure of a criminal case. One of the criminal investigator Resident Troopers, was awarded a Governor's Certificate of Merit for his crime prevention efforts.

Among the many criminal investigations handled during the year, two important drug cases were investigated and successfully closed by arrests. On April 25, after a lengthy investigation, seven search and seizure warrants were served by a team of forty troopers from North East and Bel Air Barracks. As a result, twenty-one people were taken into custody and an assortment of marijuana, cocaine, methamphetamine, LSD and drug paraphernalia was seized. Twelve criminal cases were closed as a result of these arrests.

Another complicated and lengthy investigation culminated with the indictment of a Cecil County physician for improper distribution of prescriptions. On January 19, a known drug abuser in Cecil County was found in an unconscious state along the roadway. When he was assisted, a prescription bottle containing an assortment of drugs was found on his person. After being taken to the local hospital, he was transferred to the Shock-Trauma Center at University Hospital in Baltimore in critical condition. The victim recovered and through his efforts, the physician was investigated. Through the use of search and seizure warrants, it was found that the physician had prescribed a total of 4,071 dosage units of controlled dangerous substance drugs to one victim during a twenty-day period.

1980 Statistics

Accidents Investigated.....960	Part I Offenses.....1,520
Fatal Accidents Investigated.....14	Part II Offenses.....1,077
D.W.I. Arrests.....318	Criminal Arrests.....1,838
Motor Vehicle Citations.....6,898	Adminis. Investigations.....385
Motor Vehicle Warnings.....12,244	

BEL AIR BARRACK

The Bel Air Barrack, located on Bel Air Road south of the town of Bel Air, shares concurrent criminal jurisdiction with the Harford County Sheriff's Department outside of the JFK Highway, Aberdeen Proving Grounds, and the incorporated towns of Aberdeen, Bel Air, and Havre de Grace. The Maryland State Police has the responsibility to investigate all traffic accidents in Harford County except those occurring within those municipalities. Although they generally provide all police services with their own personnel, in emergency situations the Maryland State Police has been requested to assist within these municipalities.

BEL AIR BARRACK (CONT'D.)

Crime prevention is a shared responsibility in Harford County. The Sheriff's Department and each of the incorporated town police departments have personnel assigned to crime prevention activities. Bel Air Barrack troopers devoted 250 hours to this activity. Twenty-five residential surveys were conducted in conjunction with sixteen crime prevention talks. Nearly 2,500 pieces of crime prevention material were distributed to 1,500 area residents to promote "Operation Identification." A committee was formed by State Delegate Catherine I. Riley to coordinate crime prevention activities, reduce duplication, and enable the law enforcement agencies of Harford County to pool their resources. The committee, known as HCLEAUPC (Harford County Law Enforcement Agencies United to Prevent Crime) has been able to develop considerable cooperation from the business community.

The Bel Air Barrack has a county school liaison program that was initiated in 1980. One investigator is assigned primarily to handle all school-related crimes including CDS violations, thefts, breakings and enterings, and other crimes. In addition to the time obligated to these investigations, this trooper devotes many hours giving lectures to students, faculty, and Board of Education employees. During 1980, the school liaison program has accounted for 105 criminal investigations, 97 criminal arrests, 81 drug-related arrests, and 46 lectures given to 1,976 persons. Also, the school liaison program coordinator attended all meetings of the Board of Education, Harford County Drug Advisory Council, and the Harford County Children's Council.

Due to an unusually sharp decrease in fatal traffic accidents and fatalities in 1979 from the previous year, the increase for 1980 seems especially alarming. While any increase in traffic deaths is of concern, the rate of increase from 1978 to 1980 in 8.5 percent as opposed to the 132 percent for 1979 to 1980. The reduction of traffic fatalities has been identified as the number one priority in Harford County by the Bel Air Barrack.

1980 Statistics

Accidents Investigated.....1,980	Part I Offenses.....1,680
Fatal Accidents Investigated.....43	Part II Offenses.....1,015
D.W.I. Arrests.....212	Criminal Arrests.....916
Motor Vehicle Citations.....8,023	Adminis. Investigations.....1,717
Motor Vehicle Warnings.....10,509	

JFK HIGHWAY POST

The JFK Highway Post has sole jurisdictional responsibility for Interstate 95 from White Marsh Boulevard in Baltimore County through Harford and Cecil Counties to the Maryland-Delaware line, a total of forty-two miles in a generally rural area. All operational costs of the Post; salaries, vehicles, facilities and overhead are provided by the Toll Facilities Administration of the Maryland Department of Transportation.

JFK HIGHWAY POST (CONT'D.)

During 1980, the New York State Police made a number of VASCAR units available to the Maryland State Police free of charge. A large number of these sets were obtained and all enforcement personnel assigned to this Post who had not been trained in VASCAR use received instruction. Once repaired and certified by the Electronic Services Division, the units were installed in all patrol units assigned to corporals and troopers.

The training of all enforcement personnel in the use of radar and VASCAR and the acquisition of additional radar and VASCAR sets has produced dramatic results. The total number of motor vehicle citations issued by JFK troopers in 1980 exceeds any previous total since the opening of the JFK Post. Even with an 18.6 percent decrease in enforcement personnel, the number of citations issued exceeds 1979 totals by 26 percent and exceeds 1978 totals by 11 percent. Enforcement statistics showed an increase in enforcement in eleven of the twelve months in 1980 over 1979.

The criminal investigator at the JFK Post has been assigned to crime prevention activities on an as-needed basis. During 1980, six crime prevention lectures were given. Employees at the restaurants and gasoline stations at the service areas along JFK Highway received lectures in crime prevention. Also included were security surveys of these locations along with a conference held for the management regarding crime prevention measures. Daily checks were made at these locations by uniformed troopers assigned to the JFK Post.

The installation has one full-time investigator and two uniformed personnel who are assigned to criminal investigations on an as-needed basis. This provides the necessary manpower to effectively handle the criminal workload. Statistics indicate that interstate crime is increasing. This Post has a very high closure rate on criminal offenses because most of the criminal activity involves on-sight violations which result in immediate arrest. Many larcenies and assaults occur in the service areas and are observed by the employees who are able to supply information required for apprehension such as tag numbers, complete and accurate descriptions. With radio communications maintained between the Post and service areas, this information is monitored by road patrol personnel and many apprehensions are made before the suspects can even exit the service area.

Another type of crime prevalent in the area is larceny from the ramp toll consoles. Patrol was increased in these areas, however the patrol checks had little effect on the problems being experienced in these areas. A security device was designed which has totally eliminated any successful attempts to steal monies from the toll consoles for a period of eight months to date, realizing a reduction in larcenies and damage to the ramp toll consoles. In summation, enforcement activities for this Post increased 26 percent over 1979 figures.

1980 Statistics

Accidents Investigated.....368	Part I Offenses.....128
Fatal Accidents Investigated.....8	Part II Offenses.....182
D.W.I. Arrests.....175	Criminal Arrests.....294
Motor Vehicle Citations.....25,062	Adminis. Investigations.....3
Motor Vehicle Warnings.....9,988	

EASTERN TROOP

Troop Commander
Troop Headquarters

Captain Lawrence D. Reuwer
Easton Barrack

Installation Commanders

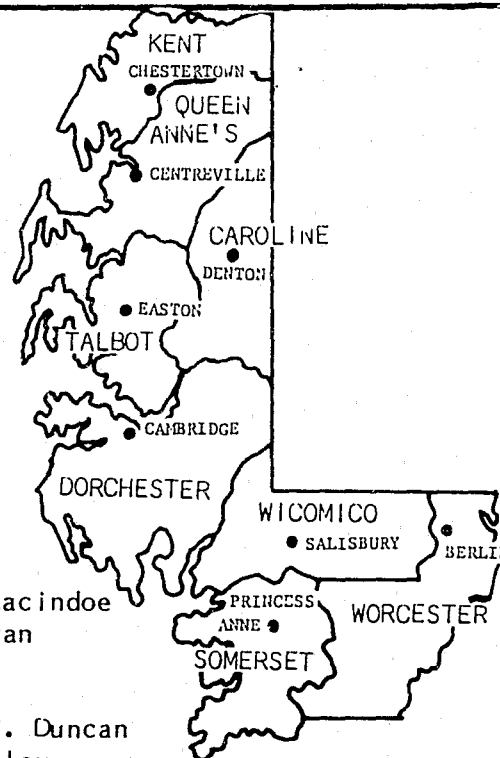
Easton Barrack	First Lieutenant William Macindoe
Denton Det.	Corporal William C. Sullivan
Cambridge Det.	Corporal Wilson E. Todd
Chestertown Det.	Corporal James P. Bright
Centreville Post	Second Lieutenant Thomas G. Duncan
Salisbury Barrack	First Lieutenant W. H. Hurley
Berlin Post	Second Lieutenant Robert D. Graham
Princess Anne Det.	Sergeant Van B. Muir

The Eastern Troop is comprised of four Maryland State Police installations on the Eastern Shore from the Sassafras River on the north, to the Virginia line on the south, the Delaware line/Atlantic Ocean on the east, to the Chesapeake Bay on the west. The Eastern Troop headquarters is at the Easton Barrack. The troop area is made up of Talbot, Caroline, Dorchester, Wicomico, Queen Anne's, Kent, Worcester, and Somerset Counties. For the most part the troop area is rural, and with the exception of the cities and towns of Chestertown, Easton, Cambridge, Salisbury, and Ocean City, has no large metropolitan areas.

The Eastern Troop has the largest area of responsibility of any of the other Troops in the State. The total land area is 3,422 square miles, with a population of 234,238. The authorized strength for the Troop Staff and the four installations within the Eastern Troop is 190 sworn personnel, including Resident Troopers. Current actual strength is 182. The workload for the troop area, both traffic and criminal, is highly seasonal. The influx of summer residents and tourists to Ocean City and other resort areas demands increased traffic patrols, speed enforcement, and crime prevention activities.

EASTON BARRACK, DENTON AND CAMBRIDGE DETACHMENTS

The Easton Barrack is charged with the geographical area of responsibility encompassing Talbot, Caroline, and Dorchester Counties. The Barrack is divided into three separate areas of responsibility by county lines, and utilizes two detachments. The Easton Barrack itself encompasses Talbot County, the Denton Detachment has responsibility for Caroline County, and the Cambridge Detachment covers Dorchester County. As a result, Easton Barrack has the largest geographical area of police responsibility of all the field installations, which includes 1,344 square miles. In Talbot County, the Maryland State Police serves as the primary law enforcement agency for all of the area outside of the municipal boundaries of Easton, St. Michael's, Trappe, and Oxford, all towns which maintain their own police departments. In the rural area, the State Police share concurrent jurisdiction with the Talbot County Sheriff's Department.



EASTON BARRACK, DENTON AND CAMBRIDGE DETACHMENTS (CONT'D.)

Caroline County encompasses 325 square miles, predominantly consisting of farm land. There are five incorporated municipalities in the County. The Maryland State Police serve as the primary law enforcement agency for all of the area other than the municipalities that maintain their own police departments. In the rural area, the Agency shares concurrent jurisdiction with the Caroline County Sheriff's Department who engage in patrol and investigative activities on a very limited basis.

Dorchester County is the largest of the nine Eastern Shore counties and encompasses an area of 688 square miles which is predominantly rural. The Maryland State Police serves as the primary law enforcement agency in all traffic and criminal-related matters. Cambridge and Hurlock maintain their own police departments and maintain police jurisdiction within the city limits. Dorchester County Sheriff's Department assists the State Police in criminal-related matters outside of the municipalities. It should be noted that there are no formal agreements in any of these three counties for police services provided by the Maryland State Police. The relationships between the county governments and the Maryland State Police have remained very cordial.

The Easton Barrack is located on U.S. Route 50 south of Easton in Talbot County. It maintains a motor vehicle maintenance garage and a radio shop as well as a canine training area. The Denton Detachment utilizes a small office provided by Caroline County in the County Courthouse located in Denton. In Dorchester County, the Cambridge Detachment is located in the Dorchester County Office Building.

During 1980, crime prevention activities were carried out by the five Resident Troopers assigned to Talbot County, one of whom received the Governor's Certificate of Merit for Crime Prevention. There were no formal crime prevention activities in Caroline County, and crime prevention activities were initiated in Dorchester County only during the latter part of 1980. Even with a late start, the Cambridge Detachment completed four commercial security surveys, nine residential security surveys, and five crime prevention talks. The Dorchester County installation commander announced the initiation of the crime prevention program in the County on a local radio station during October. An extensive media campaign was initiated utilizing a daily and weekly newspaper distributed in Dorchester County. Radio spots were introduced and bumper stickers were printed with the statement, "Help us prevent crime - call the Maryland State Police now." One thousand of these stickers were distributed throughout the tri-county area.

During 1980, a careful analysis was conducted of calls for service in the tri-county area by hour of day and day of week. Based on this analysis, a workload study was performed in order to develop a patrol deployment that was responsive to the demands for police services and consistent with the effective use of available personnel. Input was solicited from the patrol troopers themselves on their views on required coverage. With this information, a basic minimum acceptable patrol coverage was prepared and implemented for the Easton Barrack and its two detachments.

In July 1980, Easton Barrack personnel initiated a program emphasizing D.W.I. enforcement. The result has been an increase of just under 100 percent in the D.W.I. enforcement in the tri-county area over the same period in 1979. An additional program was initiated to expand the minority recruiting effort. This program has proven quite successful and has generated considerable interest in the Maryland State Police as a career by qualified minorities and females.

EASTON BARRACK, DENTON AND CAMBRIDGE DETACHMENTS (CONT'D.)

1980 Statistics

	Easton	Denton	Cambridge
Total Accidents Investigated	424	256	357
Fatal Accidents Investigated	7	3	6
D.W.I. Arrests	157	60	72
Motor Vehicle Citations	4,486	1,744	2,969
Motor Vehicle Warnings	12,709	6,236	8,755
Part I Offenses	353	275	168
Part II Offenses	265	165	78
Criminal Arrests	259	253	105

CENTREVILLE POST AND CHESTERTOWN DETACHMENT

The geographical area of responsibility for the Centreville Post is Queen Anne's County and the Chestertown Detachment, Kent County. The counties are similar in that both are heavily influenced by farming and water-related industries, however they differ in their population make-up and their need for police services. The State Police continue to be the primary police agency in both counties. Queen Anne's County has contracted for six Resident Troopers. The State Police continue to be the prime motor vehicle law enforcement agency in Kent County, but share criminal enforcement with the Kent County Sheriff's Department.

Both counties have shown a phenomenal increase in criminal activities in the past year. The Maryland Uniform Crime Report, for the first nine months of 1980 reflect a 20 percent increase in Part I crimes in Kent County and a 30 percent increase in Part I crimes in Queen Anne's County. The Queen Anne's County increase was the largest in the State, and the Kent County increase was the fourth largest in the State for the first three quarters. This, coupled with the continuous traffic problem which develops to an almost acute stage during the summer months, has taxed the manpower of the Centreville Post. Command has attempted to alleviate manpower shortages through scheduling and overtime use.

The Centreville Post occupies a rented building located adjacent to U.S. Route 103 at State Route 304. The Chestertown Detachment is housed in a building near the Kent County Courthouse. There are plans in 1981 for Kent County to build a new jail and sheriff's office facility with office space for the State Police. At the present time, the Kent County Chestertown Detachment is provided space rent-free.

CENTREVILLE POST AND CHESTERTOWN DETACHMENT (CONT'D.)

The Centreville Post initiated Operation MOVE (Movement Of Vehicles Expeditiously). The thrust of this project was the expeditious movement of vehicles along the U.S. Route 50 and 301 corridor during the summer peak traffic volume weekends by utilizing a Dodge four-wheel drive pick-up truck equipped for pushing and pulling disabled vehicles. Many hours were spent in an effort to avert incidents that would create either a danger or an obstruction to the traffic flow. Members of the MOVE program assisted eighty-nine disabled vehicles, furnishing water for twenty-four overheated vehicles and either pushing or pulling ten vehicles from the traveled portion of the roadway. The impact of this program was so favorable that it will be continued during 1981.

The Centreville Post has made use of the Aviation Division helicopters on many occasions for medical transports, searches, and criminal investigations. The fixed-wing aircraft was used for speed enforcement several times and it is anticipated that these services will continue during 1981.

Crime prevention activities in Queen Anne's County are very limited. One Operation Identification program was conducted, two resident security surveys, eight business security surveys, seven crime prevention lectures were given, and two additional crime prevention activities required participation. The public information office van was utilized at the Queen Anne's County fair promoting the Resident Trooper program and crime prevention. The Resident Troopers in Queen Anne's County were utilized as much as possible in pro-active crime prevention. However, due to limited manpower and an increase in Part I crimes, they were used as reactive troopers, therefore, they were not able to sustain a concentrated effort toward crime prevention. Kent County had one security survey and three crime prevention lectures.

1980 Statistics

	Queen Anne's County	Kent County
Accidents Investigated	529	187
Fatal Accidents Investigated	6	8
D.W.I. Arrests	93	30
Motor Vehicle Citations	4,287	1,833
Part I Offenses	708	80
Part II Offenses	352	47
Criminal Arrests	310	35
Administrative Investigations	211	-(Total for both)

SALISBURY BARRACK

Wicomico County is the area of responsibility for the Salisbury Barrack. Basically a rural county, Wicomico has a population of approximately 65,000 people. Salisbury, the county seat, is the population center although there are eight incorporated towns in Wicomico County. Two major U.S. routes transverse the county.

SALISBURY BARRACK (CONT'D.)

Although Wicomico County does not have a county police force, it does have a sheriff's department that is primarily responsible for serving civil and criminal documents for the courts and for the maintenance and operation of the county jail.

The Salisbury Barrack is located on Route 13 north of Salisbury. Tentatively, the physical facility of the Salisbury Barrack is scheduled for replacement in 1985 or 1986. A two-bay garage constructed in 1971 is used by the one service mechanic responsible for the maintenance of the thirty-seven barrack vehicles, four Truck Enforcement vehicles, six Aviation vehicles, and one Civil Defense vehicle.

Special enforcement programs were initiated during the year to curtail truck violations on Route 313 and to curb motor vehicle violations along U.S. Route 50. As a result of this special assignment, approximately 94 Citations were issued, as well as 448 warnings, and safety equipment repair orders, totalling 542 stops and equaling 1.36 stops per hour. Aerial speed enforcement was also utilized during the year.

During 1980, the Barrack instituted a D.W.I. enforcement program, which placed uniformed troopers patrolling specific areas at times when D.W.I. activities were at their peak. Four traffic safety lectures were given by personnel during the year. Overall motor vehicle arrests increased by 19 percent while motor vehicle warnings had an increase of 68 percent for the year. D.W.I. arrests increased by 99 percent while the total number of accidents investigated decreased. The county also experienced a decrease of 33 percent in fatal accidents during a time when the rest of the state showed a marked increase.

TFC Wayne W. Lowe, the crime prevention officer, was the recipient of the Governor's Crime Prevention Award and Maryland Law Enforcement Officer's Distinguished Service Award. During the year, 44 crime prevention lectures were given. A total of 294 hours were spent performing 147 residential security surveys and 54 hours were spent doing 27 commercial crime prevention surveys. A crime prevention program for the Fruitland City Police Department and the Willards City Police Department was initiated during 1980.

Plans are currently underway to include heavy farm equipment in Operation Identification. The Plan calls for the placement of readily visible numbers or characters on heavy farm equipment which will identify the owner of the equipment. In the event of theft, the number will be entered into the Maryland Interagency Law Enforcement System and the National Crime Information Center. In this way, a trooper on patrol observing the movement of heavy farm equipment on the highway can run a stolen check on the equipment by using the Operation Identification number displayed.

The Criminal Investigation personnel prepare and distribute to troopers and other police departments, a weekly list of all reported stolen property. The investigation of crimes committed in the area is coordinated with other police department efforts both in Maryland and Delaware.

Several major criminal cases occurred in Wicomico County during the year. The investigators were kept busy investigating several shooting deaths and major breaking and enterings. One investigation led to a total of \$27,000 worth of stolen property recovered, while another one led criminal investigators to \$30,000 worth of stolen silver flatware and the closing of four residential breaking and enterings.

SALISBURY BARRACK (CONT'D.)

1980 Statistics

Accidents Investigated.....	807	Part I Offenses.....	1,456
Fatal Accidents Investigated.....	6	Part II Offenses.....	881
D.W.I. Arrests.....	161	Criminal Arrests.....	915
Motor Vehicle Citations.....	7,598	Adminis. Investigations.....	439
Motor Vehicle Warnings.....	19,284		

BERLIN POST AND PRINCESS ANNE DETACHMENT

The Berlin Post provides police services to Worcester County, a county unique in that its year round population is 30,000 residents, but during the summer season, the population swells to over 300,000 people. Worcester County Sheriff's Department shares concurrent jurisdiction with the Berlin Post. Although no formal agreements are in effect between the State Police and the Sheriff's Department, an excellent relationship exists whereby each agency assists the other when requested. A mutual aid agreement between the county commissioners of Worcester County and the mayor and city council of Ocean City was signed in July of 1980. This agreement sets forth certain conditions under which Ocean City police officers can go beyond the corporate limits of Ocean City and exercise authority with full police powers. This agreement has fostered a better relationship between all the police departments serving the citizens of Worcester County.

Berlin Post was opened in May of 1977 and is located on the south side of Route 50, west of the town of Berlin. Garage facilities are available at the Post for the repair of motor vehicles assigned to Berlin and the Princess Anne Detachment. The radio shop services motor vehicles from Salisbury Barrack, Berlin Post and Princess Anne Detachment.

Residents of Somerset County have the Princess Anne State Police Detachment and the Somerset County Sheriff's Department to provide law enforcement services. Residents of Smith Island are provided services by the Princess Anne Detachment. Somerset County has a population of less than one hundred people per square mile, and it is one of the few counties with a declining population. The Detachment is located on U.S. Route 13, south of the town of Princess Anne. It is quartered in a modular building which was formerly used as a classroom. It is leased on a yearly basis from the Somerset County Board of Education.

On June 13, 1980, the Alcohol Safety Enforcement Unit personnel were assigned to a special traffic enforcement program in Worcester County. The crux of this program was to augment patrols of the Berlin Post on U.S. Route 50, U.S. Route 113, and State Route 30. Selective enforcement emphasis was placed on speed, tailgating and other traffic offenses. These personnel also investigated accidents and responded to backup Berlin Post personnel on fight and disturbance calls. This program remained in effect through the summer and ended on September 2, 1980. It produced significant results which included 2,170 citations and 126 motor vehicle warnings. A significant reduction in speed levels was accomplished on the roadways where the Alcohol Safety Enforcement Unit personnel were assigned to patrol.

BERLIN POST AND PRINCESS ANNE DETACHMENT (CONT'D-)

Two major annual events require a large number of man-hours from both the Princess Anne and Berlin installations. One is the Ocean Downs Raceway, a harness racing track which holds races six nights a week from June 12 through September 1. In 1980, traffic direction was provided at this location for seventy nights. Two officers are required to handle the incoming traffic, and three others handle the exiting traffic at the conclusion of the races. The second event is the National Hard Crab Derby which is held at Crisfield, Somerset County, and troopers were required to spend 155 hours directing traffic and providing security at different events during the weekend.

The Berlin Post and Princess Anne Detachment personnel presented four traffic safety lectures to school and other civic organizations during 1980. In Worcester County, limitations in manpower have precluded the assignment of a full-time crime prevention expert, however four men have received training through several seminars conducted by the Maryland Crime Watch program. Planning is under way to develop a crime prevention program and to obtain the cooperation of the media in an effort to saturate the county with crime prevention information. Three crime prevention lectures were given during the year, and house and building security checks accounted for an expenditure of 176 man-hours.

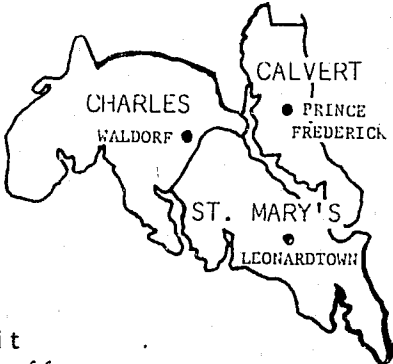
Somerset County does have a major crime prevention effort. Nearly 6,000 letters were mailed to residents in Somerset County outlining the crime prevention services available through the Maryland State Police. Emphasis was placed on security surveys, crime prevention lectures and Operation Identification. Twenty-five security surveys were conducted by both Detachment personnel and resident troopers.

A resident trooper program has been established and maintained in Somerset County from 1978 through July 1, 1980. This program consisted of three uniform personnel and two investigators. The county commissioners of Somerset County decided to reduce the number of resident troopers and effective July 1, 1980, the program was reduced to two personnel, both investigators. The resident troopers expend their efforts toward crime prevention and the investigation of criminal offenses. The resident troopers function within the confines of Somerset County and are not removed to assist or alleviate situations in Worcester County.

1980 Statistics

	Worcester County	Somerset County
Accidents Investigated	341	281
Fatal Accidents Investigated	7	5
D.W.I. Arrests	86	37
Motor Vehicle Citations	6,731	3,755
Motor Vehicle Warnings	6,483	6,609
Part I Offenses	419	408
Part II Offenses	196	189
Criminal Arrests	420	258
Administrative Investigations	324 - (Total for both)	

SOUTHERN TROOP



Troop Commander Captain Lawrence P. Gibbs
Troop Headquarters Waldorf Barrack

Installation Commanders

Waldorf Barrack First Lieutenant Wayne C. Pettit
Prince Frederick Post Second Lieutenant Richard W. Stuftt
Leonardtown Post Second Lieutenant William F. Miedzinski

The Southern Troop covers Calvert, Charles, and St. Mary's Counties. Police activities within these counties are similar in nature because of similar geography and population. The increasing influx from suburban Washington, D.C. is reflected in both traffic and criminal activity levels.

Increased emphasis on D.W.I. was a major goal of each installation during 1980. To a significant degree, this goal was achieved. Leonardtown Post and Waldorf Barrack has 12 and 11 percent increases respectively, while Prince Frederick increased D.W.I. arrests by 69 percent.

Greater involvement in crime prevention was a goal well met, and it resulted in one of the most aggressive programs in the State.

The Southern Troop Mobile Crime Laboratory processed 487 Maryland State Police criminal cases and 189 cases for other police departments during 1980. A qualified polygraph examiner is not assigned to the Southern Troop, therefore all polygraph examinations were administered at the Forestville or Annapolis Barracks.

WALDORF BARRACK

The Waldorf Barrack provides police services to Charles County on the Southern Maryland Peninsula between the Patuxent and Potomac Rivers. It comprises 502 square miles, has 738 miles of roads, and a population of 72,343. While the major portion of Charles County remains rural, the northern sector is experiencing an increased influx from metropolitan Washington, D.C. and its commensurate commuter traffic and criminal problems. Statistics obtained from the State Highway Administration, Bureau of Traffic Engineering, indicate that traffic has increased 119.3 percent from 1970 to 1980, from 2,915,922 vehicles a year, to 6,395,239 a year, on State Route 5 alone. On U.S. Rt. 301, south of Waldorf, traffic has increased by 57 percent in the same period.

In addition to its traditionally high emphasis on D.W.I. enforcement, the Barrack instituted a special three-month D.W.I. patrol on October 1, 1980. The four-member patrol made 149 D.W.I. arrests by the end of 1980. Special patrol hours ran from 9:00 p.m. to 3:00 a.m. Tuesday through Saturday.

WALDORF BARRACK (CONT'D.)

During 1980, members of the command delivered fifteen traffic safety lectures to various organizations throughout the County and in addition, actively participated in a three-day Charles County Health and Safety Fair.

Charles County maintains a large Sheriff's Office which administers a 911 Emergency Telephone System. Waldorf Barrack has been equipped with two incoming 911 lines. The Sheriff's Department and the Waldorf Barrack have a signed agreement designating responsibilities within the County.

Four Resident Troopers are assigned to the incorporated town of La Plata. The Resident Troopers have, in accordance with the desire of the town of La Plata, been relegated to security, escorts, patrol checks, and traffic direction type services.

1980 Statistics

Accidents Investigated.....357	Part I Offenses.....940
Fatal Accidents Investigated.....2	Part II Offenses.....634
D.W.I. Arrests.....534	Criminal Arrests.....674
Motor Vehicle Citations.....7,870	Adminis. Investigations.....475
Motor Vehicle Warnings.....12,639	

PRINCE FREDERICK POST

The Prince Frederick Post is responsible for police activities in Calvert County. This rural County has approximately 219 square miles of land and 455 miles of state, county and other public and privately-owned roads. Calvert County's 1980 population was 34,308, an increase of 8.75 percent over 1979.

The personnel of the Prince Frederick Post share enforcement responsibility with the Calvert County Sheriff's Department. Although there are no formal agreements between the Maryland State Police and the Calvert County Sheriff's Department, the two departments handle the County's enforcement problems very efficiently. It has been informally agreed that emergency calls for service will be answered by the closest police officer to the scene. The State Police and the Sheriff's Office share the same radio frequency, communications center, and office facilities within the county courthouse. This arrangement lends itself to excellent cooperation and information sharing. The Prince Frederick Post offices are also shared by the State Fire Marshal, the Alcohol Tax Division, Natural Resources Police, and the Investigation Section of the State Motor Vehicle Administration. This harmonious working relationship that the Maryland State Police enjoys with these allied agencies eliminates duplication of effort and man-hours lost in proper routing of calls.

PRINCE FREDERICK POST (CONT'D.)

During 1980, the Calvert County Commissioners continued a contractual agreement funding eight Resident Troopers and a Resident Corporal. Following the tragic death of Corporal C. W. Kidd, the contract was upgraded and a Sergeant was added as program supervisor.

The town of Chesapeake Beach also continued their agreement for three Resident Troopers. These Troopers are responsible for traffic enforcement, crime prevention and criminal investigations. The role of the Resident Trooper as a criminal investigator is the focal point of this assignment. Through the use of good public relations and community contacts, leads are developed in new and ongoing investigations. As a result, there is a significantly high closure rate in the criminal cases handled by these personnel. The average closure rate for the Resident Troopers is 45 percent, significantly higher than the national average rate of 18 percent. Other Resident Troopers' activities included: 29 traffic safety lectures, 24 residential security surveys, 23 crime prevention lectures, and 2 major crime prevention displays.

The speed enforcement program played a significant role in the traffic enforcement activities of personnel assigned to Prince Frederick Post. By adjusting duty hours, the Post was able to place two troopers on the main commuter highways between 6:00 a.m. and 8:00 a.m. for the specific purpose of enforcing the speed limit laws. Program personnel were responsible for apprehending 181 speeders in the seventy-eight days of operation. This effort was supplemented by the efforts of the Aviation Division. The Aerial Speed Enforcement program conducted twenty-two flights for a total of 147 arrests.

1980 Statistics

Accidents Investigated.....401	Part I Offenses.....867
Fatal Accidents Investigated.....12	Part II Offenses.....814
D.W.I. Arrests.....314	Criminal Arrests.....1,092
Motor Vehicle Citations.....5,919	Adminis. Investigations.....203
Motor Vehicle Warnings.....5,902	

LEONARDTOWN POST

The Leonardtown Post has geographic responsibility for St. Mary's County. This rural 367 square mile county has a population of nearly 70,000. Leonardtown Post shares jurisdiction with the St. Mary's County Sheriff's Department, and the dispatching of all police calls is done by the St. Mary's County Control Center in Leonardtown. Telephone lines covering 911 as well as the St. Mary's County Sheriff's Department and the Maryland State Police are initially answered by the Control Center operators.

The Leonardtown Post is presently housed in a Civil Defense fallout shelter located in an underground building in Leonardtown. New quarters will be completed for the Post late in 1981.

LEONARDTOWN POST (CONT'D.)

Since 1979, a concerted effort has been made by installation personnel to increase D.W.I. enforcement. Arrests increased 27 percent over 1978 and 11.5 percent over 1979. Fatalities decreased by 14 percent for the County. Although this focus on D.W.I. arrests decreases the total available patrol time because of the processing time involved when an arrest is made, it is considered a more-than-fair trade-off and will be continued through 1981. Post personnel gave eighty-one traffic safety lectures during 1980.

During the year, uniformed and investigative personnel served 1,173 warrants and summonses. There was a 9 percent decrease in reported Part II criminal offenses for the County and a clearance rate of 40 percent. Reported Part I offenses increased less than 1 percent and showed a clearance rate of 30 percent. One comprehensive investigation conducted into illegal slot machines in St. Mary's County resulted in several arrests. With the assistance of the Special Services Division, investigators made the largest seizure of slot machines ever by a police department in Maryland.

Crime prevention activities progressed into a new era during the year. A full-time officer was assigned to crime prevention activities for the county. To counter public apathy to crime, the Post used a vehicle capable of taking crime prevention to the people. A 1965 surplus Army recruiting bus was obtained and a crime prevention bus fund was established to put it on the road. The citizens of St. Mary's County supported the project wholeheartedly by donating time, money, and material. The bus was dedicated before the St. Mary's County Commissioners on September 16, 1980. It is a unique vehicle capable of carrying crime related presentations to civic groups, schools, etc. It also doubles as a command post for a civil disturbance or similar incident. Many other crime prevention activities were 5 commercial security surveys, 37 residential surveys, 10 Operation Identification programs, and 18 events visited by the crime prevention bus which were viewed by 48,140 people.

The city of Leonardtown employed two Resident Troopers during 1980. They investigated 2,287 incidents, made 44 arrests, and investigated 98 crimes during the year.

1980 Statistics

Accidents Investigated.....882	Part I Offenses.....688
Fatal Accidents Investigated.....17	Part II Offenses.....575
D.W.I. Arrests.....252	Criminal Arrests.....463
Motor Vehicle Citations.....5,210	Adminis. Investigations.....463
Motor Vehicle Warnings.....8,260	

SPECIAL OPERATIONS BUREAU



Bureau Chief

Lieutenant Colonel John G. Lough

Assistant Bureau Chiefs

Major Gary R. Grant
Major Theodore S. Moyer



HOT SILVER

Maryland State Police Superintendent Colonel Thomas S. Smith and Lieutenant Thomas S. Bosley are shown inventorying some of the 150 pieces of stolen antique silver which were recently recovered by the State Police. Two women were arrested and the one-quarter million dollars worth of Georgian silver was seized following an undercover buy by a Trooper at the BWI Airport and in Jessup. This was one of the largest silver recoveries in Maryland history. The silver was stolen during an armed robbery at a mansion in Pottstown, Pennsylvania.

(State Police Photo by Jim Powers)

SPECIAL OPERATIONS BUREAU (CONT'D.)

The Special Operations Bureau provides overall management of the diverse functions requiring special expertise or assigned to the Agency by the Legislature. The Bureau is divided into the Criminal Enforcement Command with the Investigation, Special Services, Crime Laboratory, and Licensing Divisions and the Special Operations Command. The Special Operations Command includes Aviation, Executive Protection, Security Services, BWI Airport Security, Automotive Safety Enforcement, Truck Enforcement, and Port Police Administration.

The immense diversity of responsibilities requires constant concern for identifying, developing and rewarding special expertise. Job functions include undercover investigator, helicopter pilot, paramedic, automotive inspector, document examiner, and forensic chemist.

In 1980, the Bureau was involved in reexamining the functions of the Special Services (formerly Intelligence) Division and the Investigation Division. Organizational changes were made to allow these units to be more responsive to the Agency's role in Statewide criminal investigation.



INVESTIGATION DIVISION

1st Lt. Thomas S. Bosley

The Investigation Division underwent an extensive reorganization during 1980. Two major sections, the Special Assignment Section and the Investigative Assistance Unit, were transferred from the Investigation Division to the Special Services Division. Prior to their transfer, the Special Assignment Section had four troopers working in an undercover capacity on theft violations and fencing operations. They recovered \$250,000 worth of silver stolen from Chester County, Pennsylvania and two suspects were arrested.

The Investigative Assistance Unit, also transferred during May, recovered \$34,000 worth of property and made twelve arrests. The Unit participated in seventy-one cases and support services. Most of this activity resulted from assistance provided to the barracks throughout the State in criminal investigations.

The Auto Theft Unit had an active year with the investigation of 478 cases. The four investigators assigned to Auto Theft directly recovered or assisted other agencies in the recovery of over \$408,000 worth of stolen property, made thirty-three vehicle theft arrests and were involved in the recovery of eighty-two stolen or altered vehicles or major component parts. Significant cases included the identification and enforcement action against a heavy equipment theft ring operating in Maryland, Pennsylvania, and Alabama. A major property fencing establishment in Western Maryland was raided, and property valued over \$100,000 was recovered in this operation with the culprit indicted for forty-eight criminal violations. Another investigation into a theft ring operating in Maryland, Virginia, and D.C. netted the recovery of eight expensive sports cars, and in Southern Maryland, several search warrants were served with the recovery of four stolen vehicles, including a large recreational vehicle.

INVESTIGATION DIVISION (CONT'D.)

Three investigators are assigned to the Office of the Attorney General who works in conjunction with four attorneys and two investigative accountants assigned to the Attorney General's Criminal Investigation Division to investigate white collar crime. The twenty-one investigations conducted during 1980 concerned such crimes as bribery, embezzlement, fraud, unregistered securities, insurance fraud, illegal political campaign contributions, tax evasion and theft. One hundred and twenty-seven summonses and/or subpoenas were served during the course of these investigations and seven arrests were effected.

The Agency Property Unit is responsible for the collection, accounting, and sale of all unclaimed property accrued from all twenty-three Maryland counties by the Maryland State Police. The Unit has been named agent for the Maryland Department of General Services and receives confiscated handguns or disposition reports for these weapons from every law enforcement agency in the State. During 1980, the Unit processed 3,500 property records and held three sales of unclaimed property. Proceeds of \$22,793.90 were deposited in the pension fund as a result of these sales.

The Warrant Unit processed 3,095 cases from Maryland and other states. Besides being the central repository for warrants for escapees from the Maryland Department of Corrections, the Unit is responsible for the coordination and supervision of extraditions for the Maryland State Police.

1980 Activities

Warrants Processed.....	1,371
Escape Cases.....	623
Summonses.....	946
Initiated Extraditions-Escapees.....	117
MSP Extraditions.....	38

The Headquarters Polygraph Unit is responsible for Agency polygraph policy and procedure. Besides assisting the Baltimore City Police Homicide Unit and the State's Attorney's Office, the Unit administers examinations to applicants for positions with this and other police agencies. During 1980, the Unit administered 265 examinations.

The Gasoline Tax Enforcement Unit assists the Maryland Comptroller's Office with the enforcement and administration of the laws and regulations involving violations of fuel thefts, conspiracy, fuel tax fraud, consumer protection violations, and licensing of the petroleum industry. Frequently, the six men assigned to this Unit are called upon to assist the State Income Tax Division, the State Sales Tax Division, and the Public Service Commission.

The General Assignment Section, consisting of fifteen investigators, conduct the remaining Agency-initiated investigations. These include serving warrants within Baltimore City, and conducting administrative and criminal investigations involving State agencies and municipal police departments. It is also the primary resource for extraditions and relays of escaped prisoners. Four investigators from this Section were assigned to the Office of the State Prosecutor to conduct investigations into allegations of bribery, fraud, perjury, forgery, obstruction of justice, unemployment, social security, and insurance fraud.

INVESTIGATION DIVISION (CONT'D-)

Due to the numerous types of investigations conducted, the Investigation Division was involved in the recovery of nearly \$700,000 worth of stolen property. During 1980 over 3,138 cases were concluded. Below are listed the types and numbers of investigations completed by members of the Division:

Criminal Investigator Reports.....	89
Incident Reports.....	697
Vehicle Reports.....	10
Supplemental Reports.....	73
(Conducted for other agencies)	
Trooper Applicant Investigations.....	96
Warrants.....	504
Correctional Officers.....	629
Special Police Commissions.....	46
Private Detectives.....	6
Other Investigations.....	26
Firearms Dealers.....	3
Handgun Permit Applications.....	739
Summonses Served.....	206
Railroad Police Investigations.....	2
Administrative Investigations.....	12
(Conducted for other agencies)	

TOTAL 3,138

SPECIAL SERVICES DIVISION

Captain Wilford H. Lawrence



In May of 1980, the Intelligence Division was reorganized and renamed the Special Services Division. Along with this, the covert investigative units previously assigned to the Investigation Division were transferred to the Special Services Division. Combining the Special Assignment group and the Investigative Assistance Unit under the Special Services Division created a larger manpower pool from which support could be given to allied agencies and to State Police installations throughout the State.

The Special Services Division is now comprised of two sections, the Organized Crime and Intelligence Section and the Narcotic Section. The Organized Crime and Intelligence Section is responsible for investigating both strategic and tactical intelligence as it relates to organized criminal activity in Maryland. Due to the lack of State-wide jurisdiction, information developed which pertains to municipalities is either referred to that particular law enforcement agency or a federal law enforcement agency. Information supplied to allied law enforcement agencies has resulted in the arrests of numerous persons for gambling, extortion, bribery, theft and bank fraud. During 1980, members of this section arrested eighty persons for violations of Maryland laws. In excess of \$300,000 in stolen property was recovered and returned to the owners.

SPECIAL SERVICES DIVISION (CONT'D-)

The Narcotics Section, by statute, has State-wide jurisdiction to conduct investigations into and make criminal arrests for violations of the Controlled Dangerous Substance Laws. The major objectives of the Narcotics Section are:

1. To identify and suppress major drug traffickers in the State of Maryland, and,
2. To decrease the availability of illegal drugs in Maryland.

The 1980 investigations resulted in the recovery of \$1,409,648 worth of controlled dangerous substances. Approximately \$43,737 in United States currency was seized as a result of controlled dangerous substances investigations and approximately \$739,572 was forfeited to the General Fund of the State Treasury as a result of investigations conducted by the Narcotics Section during 1980 and previous years.

Even though the manpower for the Narcotics Section dropped during 1980 to an all-time low, the amount of work increased in every category. These increases are represented as follows:

	1979	1980	%Change
Active Investigations Investigated	195	235	+ 20%
Persons Arrested	231	235	+ 2%
Major/Wholesale Violators of Those Arrested	18.6%	25%	+ 6.4%
Search and Seizure Warrants Executed	27	81	+ 200%
Controlled Dangerous Substance Seizures	\$287,059.50	\$1,409,668.25	+ 500%
Court Authorized Wiretaps	4	5	+ 25%
Manhours Spent Working Court Authorized Wiretaps	3,575	11,753	+ 328%
Uncompensated Overtime	1,610	2,773	+ 72%

The following is a breakdown of controlled dangerous substances that were purchased or seized:

Marijuana/Hashish	\$1,066,462.00
Cocaine	169,631.00

SPECIAL SERVICES DIVISION (CONT'D.)

Hallucinogenics (Pencyclidine, Lysergic Acid Diethylamide, etc.)	113,704.00
Non-Narcotic (Methamphetamine, Methaqualone, Amphetamines, Barbiturates, etc.)	40,776.25
Narcotics (Heroin, Opium, Preludin, etc.)	19,075.00

NOTE: The above prices are based on the ultimate "street" value of the drugs sold in usual "street" quantities.

During March, 1980, members of the Narcotics Section seized a large quantity of chemical and laboratory equipment used for the manufacturing of methamphetamine. It was impossible to determine the value of the actual finished product, but evidence revealed the laboratory had been in operation for approximately one year and it was estimated that it produced approximately \$10,000 worth of illegal methamphetamines per month.

Members of the Narcotic Section presented 249 hours of instruction to members of this Department and other law enforcement agencies throughout the State on topics such as controlled dangerous substance investigation and identification, arrest, search and seizure, surveillance, and electronic surveillances. Also, during the course of 1980, members of the Narcotic Section received a total of approximately 1,384 hours of instruction. That instruction was, for the most part, specialized training in the field of controlled dangerous substance investigation, electronic surveillance and mandated Departmental training.

CRIME LABORATORY DIVISION

1st Lt. Rocco J. Gabriele

The Crime Laboratory Division is dedicated to the profession and scientific discipline known as forensic science. Their energies are directed toward the recognition, identification, individualization, and evaluation of physical evidence or clue material from crime scenes in motor vehicle and criminal investigations. They service law enforcement agencies and the criminal justice system by answering or attempting to answer the questions of whether a crime has been committed, how and when it was committed, who committed it and, just as importantly, who could not have committed it.

The Crime Laboratory seeks answers through the scientific analyses of physical evidence collected primarily from the scenes of crimes or from suspects. The laboratory is staffed with highly trained forensic chemists and examiners with a wide range of capabilities in the forensic sciences. These capabilities include chemical tests for alcohol in breath and blood, analyses of controlled dangerous substances, blood, hair, sperm, fibers, paint, glass, arson, explosives, firearms, powder patterns, toolmarks, handwriting, typewriting and fingerprints. The Division provides laboratory services for approximately eighty law enforcement and criminal justice agencies throughout the State of Maryland. All services and the use of experts in court trials are provided to requesting agencies without cost.

CRIME LABORATORY DIVISION (CONT'D.)

The Crime Laboratory is comprised of several forensic science units. Statistics from these units follow:

Latent Print Cases.....	1,837
Fingerprint Cases Submitted With Latent Prints of Value.....	897
Fingerprint Cases Submitted With No Latent Prints of Value.....	606
Fingerprint Cases Containing Latent Print Identifications.....	141
Questioned Document Examination Requests (Cases) Completed.....	370
Questioned Documents Received.....	1,878
Questioned Documents Identified.....	438
Comparable Known Writings.....	16,531
Firearm and Toolmark Examination Requests.....	191
Firearm Comparisons.....	602
Firearms Identified.....	493
Toolmark Comparisons.....	1,519
C.D.S. Cases Analyzed.....	3,378
Total Number of C.D.S. Samples Analyzed.....	12,945
Arson Cases Analyzed.....	93
Trace Evidence Cases Received.....	545
Motor Vehicle Accident Photographs.....	57,080
Crime Scene Photographs.....	95,422

As a result of a staff study conducted by the Planning and Research Division, the blood and breath alcohol testing components of the State's Alcohol Testing Program were consolidated within the Crime Laboratory Division, Chemical Test for Alcohol Unit, on July 15, 1980. The Chemical Test for Alcohol Unit is responsible for the overall operation of the State's Alcohol Testing Program as well as the State Police program. This includes training of all police personnel to conduct breath tests, Breathalyzer maintenance training, and blood alcohol analyses instruction.

In 1980, the Chemical Test for Alcohol Unit analyzed 1,238 blood samples for alcohol concentration. The results of these analyses are as follows:

.00% - .01%	19 Samples
.02% - .04%	14 Samples
.05% - .09%	42 Samples
.10% - .14%	145 Samples
.15% - .24%	853 Samples
.25% & over	165 Samples

1,238 TOTAL SAMPLES

158.5 TOTAL COURT HOURS

During 1980, twenty-nine Breathalyzer renewal classes were conducted, providing training for 535 operators. Four maintenance renewal classes were also conducted for fifty-one maintenance technicians. Additionally, two, forty-hour Basic Breathalyzer Operator Schools were held for thirty-six police personnel.

CRIME LABORATORY DIVISION (CONT'D.)

During the year, Division personnel participated in several interesting cases. During 1979, a well-known con man drew three checks on the Middle East Oil Corporation to pay for several nights of wining and dining at the Baltimore-Washington International Airport. The checks were signed by "Mohammed Reza Pahlavi," also known as the late "Shah of Iran." The investigation revealed the suspect to be a forty-five year old white male who was subsequently compelled to provide handwriting examples. They positively compared to the fraudulent checks that were written. In early 1980, Lieutenant Girton, a Maryland State Police handwriting expert appeared in court to testify as an expert witness regarding the analysis of his handwriting comparisons. The defendant was convicted and sentenced to ten years incarceration. This conviction was upheld in the Court of Special Appeals in December 1980.

A comparatively small percentage of embezzlements are reported to the police. Many banks, loan companies, and other victims of such white collar crime prefer to handle the matter themselves to avoid bad publicity. One regional corporation did decide to prosecute a corporate branch manager when evidence revealed the man could be charged with twenty-seven counts of forgery, false pretense, larceny and other crimes. A handwriting comparison was performed by Sergeant David Sexton, and his testimony convinced the jury that the manager had prepared the fictitious loans, endorsed the checks himself, and converted the monies to his personal use.

LICENSING DIVISION

1st Lt. Lynwood C. Clark

The Licensing Division has two major responsibilities:

- 1. The registration of handgun purchases and the issue of permits to carry them and
- 2. The licensing of law enforcement related functions such as special police commissions, firearms dealers, and private detectives.

The Firearms Services Section administers the Maryland Handgun Law which provides for registration of handgun sales and transfers; 28,357 were registered in 1980. Registrations, filed by manufacturer, caliber, and serial number are used by all police agencies to aid in tracing a weapon used in a crime. The file now totals 924,479 weapons with nearly 3,500 searches in 1980. The Section also reviews and approves requests of individuals to carry handguns under specific conditions. In 1980, 4,932 new and renewal applications were processed, producing \$123,300 in fees.

The Licensing Services Section is responsible for investigating and licensing private detectives, special police, railroad police and firearms dealers. Fees totaling \$78,350 were received for 634 private detective licenses issued in 1980. The Division conducted record searches for security guard applicants until August 1980. At that time, it was discontinued as the practice was not specifically provided for in the current Private Detective Law. Legislation authorizing this service was proposed and passed during the 1981 General Assembly.

During the 1980 General Assembly, authority was granted to charge a \$10 per day late fee for private detective license renewals. New firearm dealers license fees were increased \$10 and renewals \$15.

Other responsibilities of the Division include issuing permits for outdoor music festivals, with Health Department approval; registration of machine guns; and registration of K-9 dogs.

LICENSING DIVISION (CONT'D.)

Licensing Division Statistical Summary

	1979	1980	% Change
Total Guns Registered	896,000	924,479	+3
Guns Registered in 1980	26,122	28,357	+9
Firearm Dealers Licenses	437	414	-5
Registered Machine Guns	808	787	-3
K-9 Licenses	204	153	-25
Private Detective Licenses	527	634	+20
Private Detective License Fees	66,480	78,350	+18
Security Guards Checked	11,398	14,464	+27
Special Police Commission Licenses	369	480	+30
Total Handgun Permits Outstanding	3,997	4,983	+25

AIRPORT DIVISION

Captain Richard O. Dunn

The Maryland State Police Airport Division, located at the Baltimore-Washington International Airport, is responsible for security and the enforcement of traffic and criminal laws at the Airport. The primary function of this Division is to maintain security on the 3,200 acres which comprise the Airport facility. The security function is accomplished in part by vehicular patrol and foot duty. Foot duty assignments are generally conducted during peak traffic hours on the upper and lower level roadway.

The Division also has the responsibility for crime suppression and investigations at the Airport. During 1980, criminal cases increased by 17 percent, but were complemented by an increase in arrests of 39 percent. The majority of these cases involved petty larcenies from vehicles on parking lots and minor CDS violations.

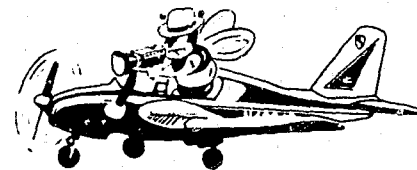
The Airport terminal has six pre-boarding pier screening points, which in compliance with federal law, must be manned by a uniformed law enforcement officer while pre-board screening is in progress. As a result of this activity, eight persons were arrested for carrying an unauthorized handgun, and twenty-four persons were arrested for carrying various types of concealed weapons, knives, brass knuckles, belt buckle knives, etc. These pre-loading screening points are manned by troopers working secondary employment.

During the year, several dignitaries were provided supplemental security by the Division while passing through the Airport. Some of these people included Senator Edward Kennedy, Amy Carter and then President elect Reagan's family.

While the future of the Aviation Division still remains rather uncertain, the Secretary of the Maryland Department of Transportation has established a committee to determine the most advantageous direction to take for the purpose of police and security activities. Information received within the Division is that the State Aviation Administration would prefer to keep the Maryland State Police within the Airport.

AVIATION DIVISION

Captain Gary E. Moore



The Aviation Division maintains and operates a fleet of ten helicopters, and two fixed-wing aircraft. Helicopters are based at Martin State Airport, Andrews Air Force Base, Frederick Airport, and Salisbury Airport. Each location is operational twenty-four hours a day with an assigned crew to provide the citizens of Maryland emergency medical evacuation, search and rescue, and other police services.

Liaison is maintained and assistance provided to the Field Operations Bureau as well as federal, county, local police, and fire rescue units. Approximately five thousand hours were logged in the air by the helicopters for search and rescue missions, reconnaissance, traffic and fire fighting. There were 2,278 seriously injured or sick persons flown to the Maryland Institute for Emergency Medical Services Systems (MIEMSS) or one of their referral centers. The survival rate for the critically ill patients flown to these centers is 84 percent. On May 6, the 10,000th patient was flown to the Shock Trauma Center at the University Hospital in Baltimore.

There were 59,091 miles flown in the twin engine Piper Navajo airplane for a total of 384.2 flight hours during 1980. It carried 111 passengers and 64 prisoners saving the Agency a total of 1,362 man-hours. Based on commercial airline fare rates, man-hours (valued at \$10 per hour), and the aircraft's operational expenses, the airplane resulted in a direct net saving of \$28,657.81 to the Maryland State Police.

The Aerial Speed Enforcement Program (ASEP) working with ground stopping teams, issued 3,261 citations for violations of the 55 mph speed limit. As part of this operation, 814 citations were issued to tractor/trailers, buses, and other types of trucks. The single engine Cessna airplane used in this program cost two-thirds less per flight hour to operate than the helicopters did when they were utilized in ASEP.

ASEP arrests drivers exceeding the 55 mph limit who are equipped to circumvent most other conventional speed enforcement programs. Stopping teams associated with the ASEP have repeatedly reported that a large number of violators apprehended by the use of the aircraft possess operational radar detectors and CB radios. This is verified by the large number of truck and bus drivers who are being issued citations by the program. It is effected on a State-wide basis so all barrack areas may benefit from the omnipresence of multiple Agency enforcement strategies.

The following accounts illustrate just a few types of activities undertaken by the Division:

A rather routine day in February at the Frederick base turned into a rather unlucky day for a Thurmont armed robber. The helicopter crew, monitoring the police radio, learned of a suspect being pursued by town police units for a local grocery store robbery. The suspect attempted to elude the chase units by ditching the car in a ravine, but the helicopter crew kept the night spotlight on him and he was chased down on foot and captured.

While riding the rapids of the Potomac River near Harper's Ferry three canoe enthusiasts overturned in the churning waters. The helicopter crew quickly located the unfortunate victims clinging desperately to the rocks in the middle of the white rapid water. All three victims were rescued using the river rescue apparatus employed by the helicopter crew.

AVIATION DIVISION (CONT'D-)

Maryland Marine Police requested the assistance of the Aviation Division to assist with a chase of a high-speed hydroplane through the Middle River area. The Marine Police were trailing the suspect boat, but lost them in the night. The helicopter crew quickly spotted the boat and kept the night spotlight on the boat until an arrest was made. The two suspects were charged with stealing over six hundred crab pots.

AUTOMOTIVE SAFETY ENFORCEMENT DIVISION

Captain Bruce E. Diehl

The Automotive Safety Enforcement Division (ASED) administers motor vehicle laws dealing with vehicle inspections and defective vehicle equipment. Division members are responsible for licensing garages, service stations, tire outlets, new and used automobile companies and other businesses dealing with car repairs. Trained Division personnel help to ensure that mechanics properly inspect vehicles, correct equipment and mechanical deficiencies, and certify that used motor vehicles for which titles are sought meet the equipment standards promulgated by the Motor Vehicle Administration.

Eight personnel are assigned to the Division to conduct vehicle noise studies on new, in-use, stock, and modified cars, trucks, and motorcycles. Besides conducting noise tests, the officers are assigned to specific areas of the State to enforce noise regulations. A legislative amendment has been recommended for the 1981 Session of the Maryland General Assembly. The Bill, if enacted, would utilize a Safety Equipment Repair Order for citing vehicle operators for noise pollution. In the meantime, noise enforcement personnel are issuing a traffic citation. The noise enforcement law was challenged in court during 1980, but the presiding District Court judge upheld the legality of the noise abatement laws. This was the first case in Maryland which challenged the noise laws since their inception in July 1975.

Since April 1, 1967, members of the Division have, upon request, been conducting examinations of vehicles involved in fatal and serious personal injury collisions. These examinations are performed in an attempt to determine if the vehicle involved in this type of collision had defective equipment or experienced a malfunction of equipment that could have caused or contributed to the collision. During the 1980 fiscal year, 112 vehicles involved in collisions were examined. Of these vehicles, 86 had one or more defects; a total of 238 defects were noted on all the vehicles checked. Of these defects, 72 were cited as either a causative or a contributing factor to the collision.

There were 1,330 authorized inspection stations in the State by the end of the year. ASED personnel made 22,354 visits and inspections of these stations. There were 2,668 mechanics registered to inspect vehicles. During the year, 475 complaints against stations were received. Safety Equipment Repair Orders issued by Maryland State Police personnel numbered 53,751 while other police departments in Maryland issued 59,919 repair orders; 25,048 of these orders resulted in suspension of registration tags.

The ASED offices were relocated on July 10 to the Glen Burnie office of the Motor Vehicle Administration, formerly occupied by the staff of the Glen Burnie Barrack. Terminals were installed and linked to the Department of Transportation computer facility. Information regarding the status of vehicles such as changes in ownership, scrapping and junking of vehicles, and the transfer of registrations is now almost instantly available. This information has resulted in a significant reduction in the number of Notices of Suspensions being mailed with incorrect or out-of-date information.

EXECUTIVE PROTECTION DIVISION

2nd Lt. Warner I. Sumpter

The Executive Protection Division provides protection for the Governor and his residences as well as limited protection for the First Family, the Lieutenant Governor and the Executive Offices. The Division coordinates all investigations conducted for the Executive Department and those directed by the Governor.

The primary function of the Division is the protection of the Governor of Maryland. Coordination for movements with the Governor require immense preparation with other Maryland State Police units as well as other police agencies, jurisdictions, and the State Department and foreign governments. During 1980, Division personnel transported the Governor on 1,656 "protective moves" for a total of 49,179.5 miles. These moves required advances to 307 locations for a time commitment of 675.5 hours and 16,712.5 miles.

1980 was an exciting and challenging year for the Executive Protection Division. Personnel spent many days studying the security needs of the State House and Government House. Among these were projects dealing with lighting and video equipment for Government House, and sound entry and countermeasures equipment for the Governor's Office.

The Executive Protection Division underwent many changes during 1979. Therefore, early 1980 saw the need for training of new personnel and additional training of other personnel in several Division specialist areas. These requirements resulted in 1,120 hours of training in the Executive Protection Division. The training covered topics such as an initial three-day in-house course of instruction on the Executive Protection mission, theory, and operating procedures for newly assigned personnel, the United States Secret Service "Protective Operations Briefing," Emergency Medical Training Esophageal Obturator Airway and Military Anti-Shock Trousers certification for all Division members, Emergency Medical Technician Ambulance Training with I.V. (drug) certification for two members and a Counter Electronic Surveillance Seminar for two Division members.

Operating procedures for handling investigative assignments and V.I.P. details were revised during the year. Although these had been assigned to the Annapolis Barrack in 1979, experience indicated that the caseload at the Annapolis Barrack was already overloaded. Routine employee or appointment investigations were turned back over to the Executive Protection Division. Sensitive or lengthy investigations will be initiated within the Division and then forwarded to the Investigation or Special Services Division which coordinates with the Executive Protection Division.

Several other miscellaneous assignments and requests made of the Executive Protection Division in 1980 were security surveys for other state and local agencies such as the Department of General Services, the Maryland State Treasury and Income Tax Buildings and a survey of the Prince George's County, Upper Marlboro Court House. Additionally, the Division was responsible for coordinating security for the "Poor Peoples Tent City" in Annapolis, the Democratic Governors' Conference in Annapolis, and the International Association of Chiefs of Police Committee on Highway Safety in Annapolis.

SECURITY SERVICES UNIT

Sergeant Ronald W. Ely

The Security Services Unit provides limited protective assistance for the Attorney General, the Comptroller of the Treasury, the President of the Senate, and the Speaker of the House. Seven officers from field installations are temporarily assigned to the Unit during the legislative session to provide security for the General Assembly and the committee meeting chambers.

SECURITY SERVICES UNIT (CONT'D.)

During 1980, the personnel assigned to the Legislative Section of the Unit spent 3,677 hours in Committee and 2,791 hours in the Legislative Session. Members of the Unit transported members of the General Assembly 19,859 miles for a commitment of five hundred man-hours. Personnel assigned to the Attorney General's Section and the Comptroller's Office made 2,568 moves for a total of 72,457 miles and 1,842 man-hours during 1980.

At the request of the Speaker of the House of Delegates, members of the House of Delegates of Taiwan were given seventeen hours of protection during their visit to Annapolis and Baltimore City.

Members of the Unit spent twenty-three hours serving subpoenas in connection with hearings being conducted by the Ethics Committee of the General Assembly. Three members of the Unit received instruction at the Secret Service Protective Operating Briefing in Washington, D.C. and three members received forty hours of instruction in Emergency Medical Training.

TRUCK ENFORCEMENT DIVISION

Captain Murray J. Zepp

The Truck Enforcement Division is responsible for enforcing the provisions of the Motor Vehicle Code pertaining to equipment, size, weight, load of vehicles and the laws governing fuel tax. Thirteen roving crews and three permanent weighing stations produced a 7.3 percent increase in the number of citations issued over 1979 figures. Fines collected by the courts for citations amounted to nearly \$1,799,281 for a 21.5 percent increase over 1979. This increase in revenue was due in part to the increase in new overweight penalties which became effective in July 1980.

In June, 1980, the Truck Enforcement Division put into use two sets of semi-portable axle load scales. These have the capability of weighing an entire truck in less than one minute. One is located on Route 50 at the William Preston Lane Memorial Bridge, and the other on I-95 at the Toll Plaza in Cecil County. The increased speed of these new scales was partially responsible for the increase in the number of citations issued. Three additional sets of semi-portable axle load scales will be obtained during 1981. There are plans to deploy these scales at high truck traffic locations.

The Foy Hill Scale House was closed in July, 1979 and remained closed throughout 1980 for renovation. Completion of this project is expected during the latter part of 1981. Also, the scale houses at Salisbury on U.S. Route 301 and U.S. Route 40 in Upper Marlboro were closed one side at a time for various periods for renovation. The renovation activities, including acquisition of modern scale equipment, are tentatively scheduled for completion on July 1, 1981.

The Truck Enforcement Division also submitted proposed legislation to adopt Federal Bureau of Motor Carrier Safety regulations; however, the Legislative Committee returned an unfavorable report, and the legislation was not adopted.

1980 Truck Enforcement Division Activities:

Trucks Checked.....	364,117
Trucks Weighed.....	148,693
Citations Issued.....	33,918
Warnings Issued.....	21,425

MARYLAND PORT ADMINISTRATION

Major Frank Mazzone

The Maryland State Police completed its first full year with responsibility to manage the Maryland Port Administration Police Department in 1980. Several new innovative programs were instituted during 1980 which have a positive affect in ensuring that security and safety are kept at a high level at Maryland Port Administration (MPA) facilities.

Crime prevention is a highly visible program at the Port Police. Besides seminars that were offered, billboard posters and bumper stickers have been utilized to educate everyone in the importance of safeguarding property.

To prevent the export of stolen property, the export vehicle program was started. The program's purpose is to ensure that all vehicles, whether they be automobiles, boats, heavy duty construction equipment or aircraft, are inspected when leaving the terminals. The inspections started January 1, 1981 and are expected to be very successful in curtailing this type of crime.

Due to a drastic increase in the theft of tires from vehicles at MPA terminals, a program was implemented during November 1980 to curtail this activity. All tire repair firms entering MPA terminals must follow certain procedures where work orders are examined, locations of repair areas are checked and inspection of tires are made. In addition, patrols are alert for any tire changing activity by trucks. To date there have been no reported tire thefts since the program began.

The following statistical data reflect the spectrum of activities performed by the Maryland Port Administration Police.

Criminal Data

There were 421 reported incidents of serious crime in 1980 as compared to 366 for 1979, an increase of 15 percent. Breaking and entering and motor vehicle theft saw a decrease of 30 percent and 41 percent, respectively. Increases occurred in assaults - 23 percent, theft - 34 percent, and robbery - 100 percent. The increase in robbery, even though 100 percent, reflects only one incident, whereas in 1979 there were none reported.

A total of \$318,271 was reported stolen during 1980, a decrease of 12 percent over that reported in 1979. Stolen property recovered for 1980 was \$173,319, a decrease of 9 percent from that in 1979. The ratio of property recovered versus that which was stolen is 54 percent which increased from 1979, when it was 53 percent and in 1978 when it was 40 percent. Each year has shown a steady increase in the ratio of property stolen to property recovered.

Traffic Data

During 1980, a total of 1,166 citations were issued for non-parking violations of the motor vehicle laws, which is an increase of 69 percent from 1979. Warnings for 1980 totaled 1,651 and Safety Equipment Repair Orders totaled 2,333, increases of 108 percent and 54 percent, respectively.

With regard to motor vehicle accidents, there were 173 for 1980, an increase of 19 percent from 1979. Of these 173 accidents, there were 143 involving only property damage, 29 with personal injury and one fatal.

MARYLAND PORT ADMINISTRATION (CONT'D.)

A truck weighing program was implemented during the year to eliminate overweight and unsafe truck traffic around MPA marine facilities. In addition to safety factors, overweight trucks have a negative affect on the roads over which they travel. The program, although very successful, could be improved with the acquisition of new scales.

Training

The MPA Police Department has been a strong supporter of training for all levels of enforcement as is evidenced by a 410 percent increase in training hours. In 1980, 9,219 hours of training were given to MPA Police Department officers, whereas in 1979 only 1,809 hours were given. This increase is attributed to mandated programs required by the Maryland Police Training Commission.

Recruit activity increased, in accordance with EEOC policy. There were 81 applications filed for employment with the MPA Police Department and 14 were hired as police officers. Of the remaining 67 applications, 40 are still being reviewed and 26 were rejected for numerous reasons.

Time spent in court also increased. In 1980 there were 1,066 court hours as opposed to 874 hours in 1979. Calls for services also increased. In 1980 there were 24,388 calls as opposed to 17,603 in 1979, an increase of 44 percent.

Miscellaneous Data

	1979	1980	% Change
Property Damage Reports	188	209	+10
Personal Injury	75	74	-1
Fire-Related	194	145	-34
Vessel Activity	4,498	4,700	+4

Of the 4,700 vessel activity incidents, a total of 1,175 dead time man-hours were required since there is no patrol activity associated with vessel activity. Gate activity, as usual, was heavy in 1980 as the following entered MPA facilities: 66,030 vehicles, 12,632 taxis and 1,119 visitors. Port Admission Permits have been issued to 5,655 vehicles, allowing daily access to MPA terminals.

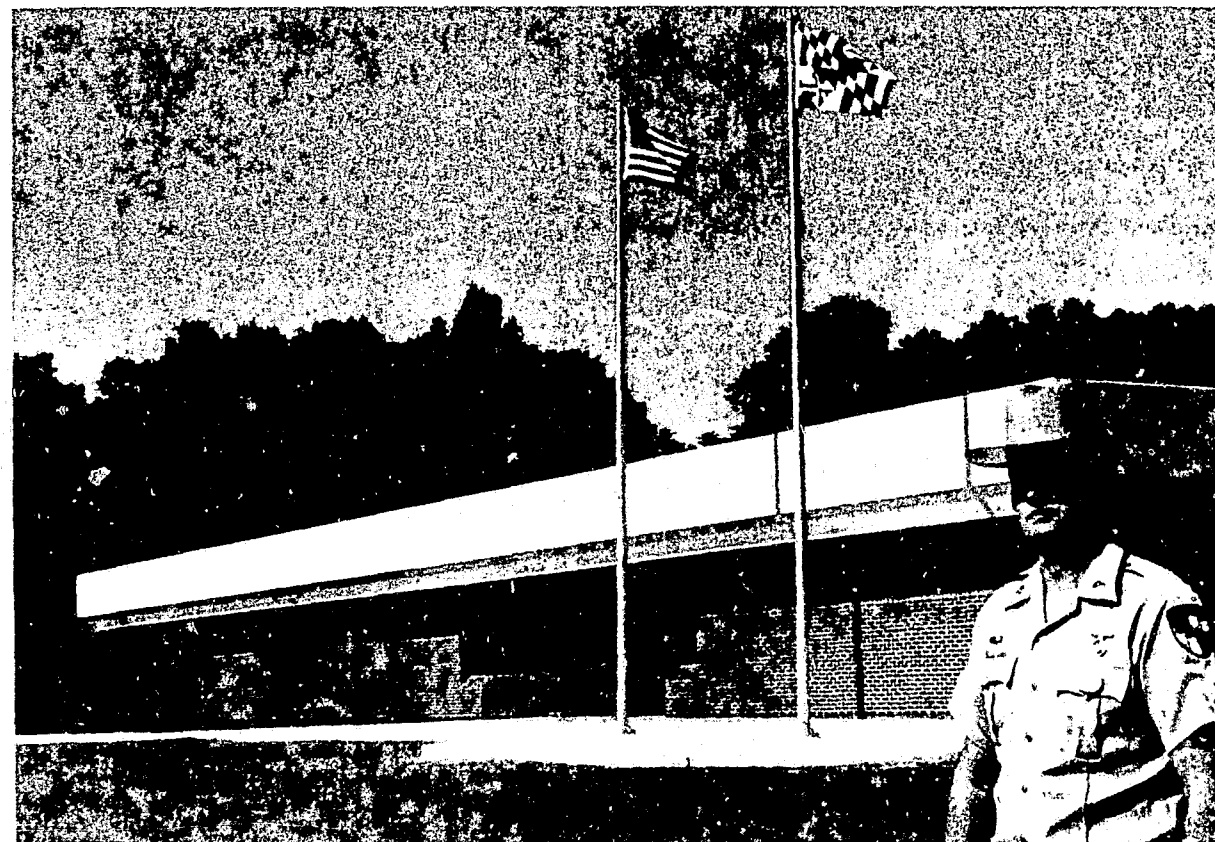
The Port of Baltimore has gained an international reputation for being a very safe and secure area for the transferring of cargo. The Port of Baltimore is becoming a trend setter in port security and as a result, the MPA Police Department is gaining worldwide recognition for its efforts.

LOGISTICAL SERVICES BUREAU

Bureau Chief Lieutenant Colonel Samuel R. Dorsey
 Assistant Bureau Chiefs Major John R. Kaiser
 Major Bernard L. Weimer



GLEN BURNIE BARRACK OPENS
 NOVEMBER 1980



First Sergeant George Beisser stands next to the new Glen Burnie Barrack which is located adjacent to the BWI Airport at the intersection of Hammonds Ferry Road and Dorsey Road, Anne Arundel County, Maryland. This modern facility replaces the old barrack which was housed in the Motor Vehicle Administration in Glen Burnie and additionally is the headquarters for the Baltimore Metro Troop.

(Photo by Bill Clark)

LOGISTICAL SERVICES BUREAU (CONT'D.)

The Logistical Services Bureau consists of seven divisions and the Criminal Records Central Repository. The seven divisions are: the Training Division, the Supply Division, the Motor Vehicle Division, the Telecommunications Division, the Electronic Services Division, the Central Accident Records Division, and the Capital Improvements Division.

The Bureau is commanded by a Lieutenant Colonel who is directly responsible to the Superintendent. Two Assistant Chiefs, each with the rank of Major, are responsible to the Chief of the Logistical Services Bureau. Each Division Commander is responsible to an Assistant Chief designated by the Chief of the Logistical Services Bureau. The Director of the Criminal Records Central Repository is responsible to the Chief of this Bureau.

TRAINING DIVISION

Captain Wilbert T. Travers, Jr.

The Training Division is located at Pikesville in the State Police Headquarters Complex. Division personnel as well as experts from the field installations, train the recruits, uniformed officers, and members of municipal, county, and other law enforcement agencies. Informally, the Division is subdivided into two units, Entrance Level Training and In-Service Level Training.

Entrance Level Training

A recruit entering the Maryland State Police Academy must complete an elaborate training program of twenty-four weeks duration. During this training, the candidate can obtain fifteen college credits through an agreement with Catonsville Community College and Loyola College.

The Entrance Level Training Program is divided into four categories: Traffic Law Enforcement, Criminal Law Enforcement, Police Skills, and General Police Studies.

Statistics for the last four recruit classes are as follows:

	<u>80th</u>	<u>79th</u>	<u>78th</u>	<u>77th</u>
Class Average	84.48	86.30	85.00	86.80
# of Students Appointed	59	55	34	76
# of Students Graduated	51	43	29	71
Date of Graduation	7/25/80	6/22/79	2/2/79	6/9/78

In-Service Training

The in-service training portion of the Division is responsible for coordinating and conducting all training given to members of the Agency after their graduation from the Academy. Troopers through the rank of Sergeant are required to attend forty hours of training every two years. Fourteen in-service schools were held during 1980.

TRAINING DIVISION (CONT'D.)

Additional classes such as Criminal Investigators Seminars, Radar Training, VASCAR Operation, Breathalyzer Operation, Defensive Tactics, Crash Injury Management, and Emergency Medical Training are part of the training provided to Maryland State Police personnel and to other law enforcement agencies. One hundred sixteen classes were held during the year. A total of 126,508 man-hours were spent by uniformed personnel attending in-service training.

Grants from other agencies provided Maryland State Police personnel with the opportunity to attend 107 out-of-State training seminars. These seminars were offered by such agencies as the U.S. Secret Service, the Institute of Police Traffic Management, the International Association of Airport and Seaport, the F.B.I., and the International Association of Credit Card Investigators.

In-State training courses were also available to Agency members. These were sponsored by other law enforcement agencies, colleges and/or companies. Forty eight different classes were attended for a man-hour output of 11,898 hours. Total hours spent by Agency personnel on additional training and seminars were 151,506. That approximates one hundred hours per officer for the past year.

Civilian training amounted to 2,257 hours or nearly four hours per employee. The Clerical Training Institute sponsored by the State of Maryland offers free courses for skills improvement while the Management Development Center, also sponsored by the State, offers courses for improving management skills.

The Training Division also manages an extensive library which includes books, magazines, journals, directories, films and reference materials. A considerable number of these items have been donated to the Agency. Many specialized materials can be secured by the librarian through the State-wide inter-library loan program.

CRIMINAL RECORDS CENTRAL REPOSITORY

Major Howard W. Dashiells

The Criminal Records Central Repository, although operated by the Maryland State Police, is under the administrative control of the Office of the Secretary of Public Safety and Correctional Services. The Repository's foremost responsibility is the collection, storage, and dissemination of criminal history record information.

In accordance with the provisions set forth in federal and state laws and regulations, all criminal justice agencies are required to report to the Central Repository the events of individual arrests, final charges, court dispositions, detention and supervision. These events are compiled and made available upon request to criminal justice agencies, as well as authorized local, state and federal government agencies. To a limited extent, private employers receive conviction information for employment purposes upon approval by the Secretary of Public Safety and Correctional Services. Strict control over the dissemination of information is maintained according to state and federal privacy and security laws and regulations.

CRIMINAL RECORDS CENTRAL REPOSITORY (CONT'D.)

The Criminal Records Section of the Repository processed 388,496 requests for criminal record information in 1980. This figure represents a 16.2 percent increase over the 334,203 requests received during 1979. To expedite responses to these inquiries, this Section is supported by a computerized name index file (Ident/Index), containing over 750,000 individual names with fingerprint classification and full descriptive data. During December 1980, the ability to access this file directly, via computer terminal, was granted to all Maryland State Police installations and local law enforcement agencies. Currently, there are 134 terminals with direct access to this file, forty-six of which are assigned to the Maryland State Police. This enhances the capability of law enforcement to establish positive identification of suspects and arrestees, in addition to satisfying their needs for record check information on applicants.

The Fingerprint Section processed 94,984 criminal fingerprint cards in 1980, representing a 4 percent increase over 91,500 cards received during 1979. On the other hand, 20,876 non-criminal cards were processed for an 11 percent decrease compared to 1979. This decrease is attributed to the change in procedures for processing uniform security guard applicants which became effective in August 1980.

During the calendar year 1980, 3,121 expungements were processed in the Expungement Section of the Repository. This figure represents a 16.1 percent increase over the 2,688 orders received during 1979. In addition to the court orders, 2,647 petitions for expungement were processed by the Expungement Section.

The Uniform Crime Reporting Section administers the State counterpart of the National Uniform Crime Reporting Program. The Section establishes and maintains a State-wide uniform method for collecting crime statistics and consolidating the information for the State and National Crime Information Center. In addition to collecting special statistics on spousal assaults, which began in 1978, this Section began collecting statistics on incidents of arson. The Section publishes a semi-annual crime trend report and an Annual Report of Crime in Maryland.

This Section also processes all Maryland State Police Criminal Investigation Reports (CIR) and Criminal Arrest Reports. During 1980, 35,675 CIR's were processed in addition to 28,684 criminal arrest and disposition reports.

CENTRAL ACCIDENT RECORDS DIVISION

2nd Lt. Charles R. Troutman

The Central Accident Records Division (CARD) supplies analytical information regarding State-wide motor vehicle accidents to all contributors, interested individuals, the National Safety Council and other related agencies. To this end, it processes and microfilms all accidents investigated in the twenty-three counties. The Division also maintains accountability of all motor vehicle citations issued by the Maryland State Police. One staff employee is assigned to the Fatal Accident Reporting System to provide analytical data on fatal accidents, and this data is then sent to the National Highway Traffic Safety Administration to provide trends, causes and effects of fatal accidents nationwide.

During 1980, approximately 122,750 accidents, of which 706 were fatal, were investigated in Maryland, and the reports forwarded to CARD for analytical processing via the Maryland Automated Accident Reporting System (MAARS) computers. Baltimore City experienced approximately 41,350 accidents of those during the year, and since the police department maintains its own microfilming and retrieval system, CARD was required to process and microfilm 81,400 accident reports for the State.

CENTRAL ACCIDENT RECORDS DIVISION (CONT'D.)

During the year, 24,297 reports were provided to requestors for which \$48,594 was received in revenue. Additionally, 5,498 photographs were supplied at a fee of \$1 per photograph, which brings the total revenue for the year to \$54,092.

In 1979, several of the larger police departments in Maryland initiated a policy of not investigating minor property damage accidents. The Maryland State Police initiated a similar policy in 1980. This policy was implemented to reduce the amount of time expended by officers in accident cases of minor importance. However, when comparing the total number of reports received in 1979 vs. 1980, for the twenty-three counties only, 112,700 vs. 81,400, to the number of reports supplied in 1979 and 1980, 24,307 and 24,297, respectively, 1980 shows an 8.1 percent increase in the number of reports requested.

The Citation Control Section of CARD processed a total of 316,276 citations in 1980 which were issued by State Troopers. Information gleaned from these citations is utilized to prepare the Traffic Arrest Summary, both monthly and annually, which can then be correlated to accident experience and causation data.

Late in 1980, the Central Accident Records Division acquired a new independent data entry system designed to alleviate the persisting backlog in keypunching accident reports to produce current statistical data. The Division, in conjunction with the Maryland Department of Transportation, has set a goal of processing all of the 1980 reports by July 1981. This objective is not unrealistic but allows for very limited problems with the system and an increase in the production by the new operators. Ultimately the goal is to produce current analytical data within forty-five days after the end of a month and the annual report should be available within ninety days.

The benefits derived from this new system will enable the Division to provide all contributors with current information for use in accident reduction planning activities. Timely information of this type has not been available since the inception of the accident reporting system. The time lag of accident information has increased each year until the present when 1979 information was unavailable until after January 1981.

Below is a comparison of drivers killed, by age, in the State of Maryland for the two most current years:

Age of Drivers Killed	1979	1980
14 and under	1	4
15 - 19	56	68
20 - 24	79	90
25 - 34	110	126
35 - 49	62	67
50 - 64	42	46
65 and over	37	35
TOTALS	387	436

TELECOMMUNICATIONS DIVISION

1st Lt. Joseph O. Eccleston, Jr.

The Telecommunications Division has a variety of communication responsibilities. Of primary responsibility is the supervision of the Maryland Inter-Agency Law Enforcement System (MILES), an interstate and intrastate computerized information system that stores and transmits information on wanted and missing persons, stolen property, counterfeit and embezzled securities, and stolen automobiles and boats. The system has 162 terminals in its State-wide network. The agencies that participate in this system include the Maryland State Police, Civil Defense and principal city, county and sheriffs' departments. The system also interfaces with the Maryland Motor Vehicle Administration, the National Crime Information Center and the Washington Area Law Enforcement System (WALES). It serves state and federal law enforcement and criminal justice agencies twenty-four hours a day, seven days a week.

During 1980, the Public Safety Data Center replaced its computer with a larger, more sophisticated model. As a result, significant progress was made in improving the operating capability of the MILES system. Approximately thirty million transactions per month are handled by the new system.

Police Communications and Teletypewriter Operators man the Headquarters computer terminal room twenty-four hours a day. These personnel monitor MILES and assist other PCO's and Teletypewriter Operators throughout the State who may be less familiar with the interstate and intrastate systems. During 1980, these Operators handled 72,883 incidents ranging from inquiries and updates into NCIC and NLETS, to filing and many other miscellaneous duties.

The Division is responsible for the operational procedures and billing of the Agency's entire telephone system. Monthly invoices for all Maryland State Police telephone and lease line accounts are received, reviewed, and forwarded to Finance Division for payment. Two telephone operators operate the Headquarters switchboard and maintain the Agency telephone directory.

Special teletype machines designed especially for the deaf are available to several hundred members of the deaf community. Communications personnel have access to a similar machine that receives and relays emergency calls from deaf persons on a twenty-four hour a day basis. The Division also utilizes a QWIP tele-printer that receives and transmits copies of documents to other state and local agencies that have similar machines. QWIP has been found to be the fastest and most economical means to transmit important documents.

Uniformed members of the Division at the Headquarters complex perform the functions of duty officer and radio operator. During 1980, the duty officer and radio operators answered 129,884 inquiries (82,891 telephone calls and 46,993 personal contacts). The Division takes telephone calls for the Maryland Civil Defense Office when its staff is not available after hours and during weekends.

Coordination of the Agency's mail also comes under the auspices of the Telecommunications Division. Thousands of pieces of U.S. and intra-departmental mail come through the mailroom to be sorted and delivered.

Finally, the Division is required to maintain twenty-four hour security over the Headquarters complex. Daily, the duty officer must screen persons entering the Executive Building and after dark must make periodic physical checks of all buildings.

CONTINUED

1 OF 2

MOTOR VEHICLE DIVISION

Captain Paul T. Twigg

The Motor Vehicle Division is responsible for the acquisition, replacement and maintenance of the Agency's motor vehicles. Fifteen service garages located throughout the State provide the majority of service on the 1,460 vehicles in the Agency's fleet. A sixteenth service garage will soon be opened at the Security Barrack.

During 1980, the Division continued to face the challenge of fuel conservation. Approximately 3,394,498 gallons of gasoline were used at an average cost of 92.6¢ per gallon for a total expenditure of \$3,145,018. With limited budget allocations and rising costs, restricting fuel escalation continues to be of prime importance.

The Motor Vehicle Division is continuing to explore gas and oil additives on an experimental basis. Mobil "Delvac 1" a synthetic oil, did not meet expectations when tested, and the fuel savings did not off-set the cost of the product. After preliminary testing, twenty "Auto-Therm" Heater/Circulator Conservation Systems will be installed next year to provide heat to the interior of a vehicle for extended periods of time when the vehicle is not moving and the engine is off.

New car purchases for 1980 replaced 360 vehicles. Budgetary requirements and the increased cost of vehicles make it necessary to retain vehicles for a longer period of time and with greater mileage than has been Agency policy in prior years. For patrol and pursuit duty, 225, V-8 engine, 114" wheelbase vehicles were purchased. For support and supervisory personnel, 107 6-cylinder smaller cars were purchased for gas economy in an effort to reduce fuel costs. Additionally, eleven crewcab pick-up trucks were procured for the Truck Enforcement Division as a more efficient method of transporting scales than the station wagons they replaced.

CAPITAL IMPROVEMENTS DIVISION

Captain Hugh F. Salfner

The Capital Improvements Division is responsible for all the Agency construction projects and the Headquarters maintenance shop. Major construction projects are planned and coordinated with the Department of Public Safety and Correctional Services which are ultimately sent to the General Assembly for approval. The Capital Improvements budget focuses on long range capital renovations and new construction projects which are deemed priorities by the Agency.

Three new installations were opened during 1980. These included a permanent building for the Glen Burnie Barrack in Anne Arundel County, a replacement building for the Waterloo Barrack in Howard County, and a permanent building for the Randallstown Barrack in west Baltimore County. During the late summer, construction began on the new Leonardtown Post. Also, plans for a new Crime Laboratory were formally drawn up and the site was formalized.

Another major capital construction project centered on the relocation of the headquarters of the State Police Aviation Division. A new aircraft hangar will be constructed on State-owned property at the Martin Airport site in the Middle River area of Baltimore County. Competitive bidding was solicited for design and construction of the new facility which is to be built in 1981.

Forty-six buildings are currently owned and maintained by the Maryland State Police at twenty-six different locations. Throughout the State, six buildings are leased for installations and support divisions. The Capital Improvements Division ensures maintenance for all these Agency facilities.

SUPPLY DIVISION

Captain Gary A. Coonradt

Acting under guidelines from the Department of General Services, the Supply Division is responsible for the acquisition, storage and distribution of Agency equipment and supplies. This includes the purchase of uniforms and police equipment, janitorial supplies, administrative supplies and the purchasing of forms printed by independent printers. The Division prepares bids and retains files on all pertinent documents and correspondence relating to bid procedures. Other responsibilities include the weekly delivery of supplies to installations throughout the State, delivery of automotive and communications supplies and equipment, the outfitting of all new personnel, and receiving and accounting for personal equipment being returned to the department at time of separation by retirees. The inspection and inventory of all Agency supplies and materials is also a responsibility of this Division.

Cost awareness is a primary factor when ordering supplies for immediate use and for the number of items to be retained in inventory. A continual inventory is made of all stock in order to maintain no more than a forty-five day requisitioning supply. This helps to avoid an inflated inventory investment.

The Department of General Services, during the 1980 Legislature, organized a new Department of Inventory Management to speed the salvage procedures of all State agencies. The new regulations helped to alleviate the large volumes of storage space devoted to doldrum storage. Since 1977, a total of \$64,213 has been returned to the General Fund from salvaged goods and equipment. This includes the \$17,130 in 1980 gained from bidding, award and sale of salvaged automotive tires and batteries.

ELECTRONIC SERVICES DIVISION

Captain Martin H. Klos

The Electronic Services Division installs and maintains communication equipment for this Agency as well as several other state, federal and local agencies.

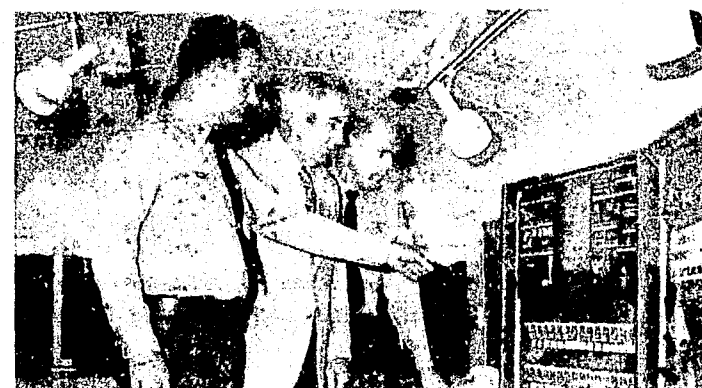
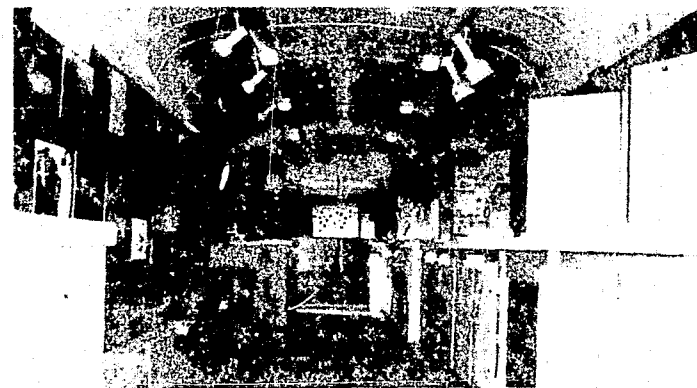
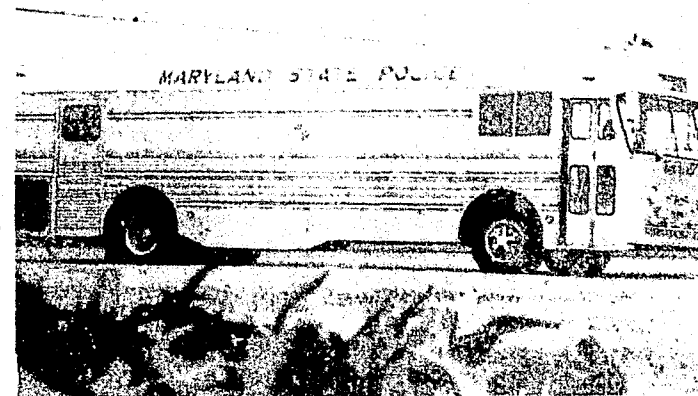
During 1980, approximately twenty VASCAR units, which were acquired from the New York State Police with no fiscal impact to the Agency, were installed in selected patrol vehicles throughout the State to further assist troopers in traffic enforcement.

During the year, four additional frequencies were acquired from the Federal Communications Commission. These frequencies have been implemented throughout the State to reduce overloading of channels and co-user interference from other Maryland State Police installations. Directional antennas and new feedlines have been installed at 90 percent of the installations to further eliminate co-user interference and have improved reception in poor coverage areas.

The Mutual Aid Radio Network Interface System (MARNIS) was put into full operation during 1980. Via a radio patch network, the police departments in the Baltimore and Washington, D.C. metropolitan areas, and the Maryland State Police have the capability of direct car-to-car radio contact during emergency situations.

Education has been a prime target for members of the Electronic Services Division. On September 5, 1980, two troopers graduated as technicians with First Class FCC Radio-Telephone licenses from Radio Electronics Television Schools in Baltimore. Three personnel were enrolled in the Arundel Institute of Technology for one year of technical schooling in the field of electronics. These troopers will graduate during September 1981.

SOUTHERN MARYLAND CRIME PREVENTION BUS
A COMMUNITY EFFORT



Through the imaginative efforts of Detective Sergeant Charles Dammann and assistance from the St. Mary's County Office of Civil Defense, a 1965 GMC passenger bus was donated to the Maryland State Police to be used for their crime prevention program. During 1980, over thirty-four businesses, civic groups, government agencies and tri-county area citizens donated their time and money to refurbish the bus. Troopers from Leonardtown, Waldorf and Prince Frederick concentrated on creating imaginative displays such as the one pictured above with TFC John Sims, Superintendent Thomas Smith and First Lieutenant William Miedzinski. Over one hundred thousand persons have viewed the displays at county fairs, civic meetings, church clubs, neighborhood gatherings and school functions.

(Photos by Tfc. H. A. Jones)