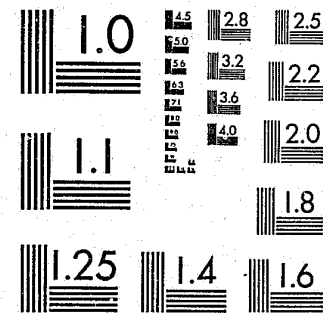


National Criminal Justice Reference Service

**ncjrs**

This microfiche was produced from documents received for inclusion in the NCJRS data base. Since NCJRS cannot exercise control over the physical condition of the documents submitted, the individual frame quality will vary. The resolution chart on this frame may be used to evaluate the document quality.



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

Microfilming procedures used to create this fiche comply with the standards set forth in 41CFR 101-11.504.

Points of view or opinions stated in this document are those of the author(s) and do not represent the official position or policies of the U. S. Department of Justice.

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

6-17-82



Capitol Security  
Division of Special Investigation  
Liquor Enforcement



Maine Criminal Justice Academy  
State Fire Marshal  
State Police

**DEPARTMENT OF PUBLIC SAFETY**  
36 HOSPITAL STREET • AUGUSTA, MAINE 04330

January 31, 1980

The Honorable Joseph E. Brennan  
Governor, State of Maine  
Augusta, Maine 04333

Dear Governor Brennan:

It is my pleasure to provide you with this Annual Report on the Maine State Police for the 1979 calendar year.

Conscientious work by troopers and detectives resulted in many crimes being solved, people arrested, and property recovered during 1979. However, serious law enforcement problems continue to be of concern. Manpower continues to be diverted in an attempt to combat illegal drug activity, auto theft, organized criminal activity, and arson; to gain further compliance with the 55 mph speed limit; and to remove the drinking driver from the highway.

Colonel Allan H. Weeks, who has been reappointed Chief of the Maine State Police, continued his commendable job managing his limited civilian and sworn personnel and material resources to provide the best possible law enforcement service to all people within Maine.

As you read this report, I am sure you will agree that the Maine State Police have made a maximum effort to meet the challenges of enforcing Maine motor vehicle and criminal laws, along with related responsibilities.

With your continued support, the state police, through the Maine Department of Public Safety, will maintain their progressive effort in crime prevention, the arrest and aid in the prosecution of criminals, and the preservation of law and order throughout Maine.

**NCJRS** Sincerely,

APR 13 1981

*Arthur A. Stilphen*

ARTHUR A. STILPHEN  
Commissioner

Maine Department of Public Safety

**INTRODUCTION**

Obtaining greater speed limit compliance, removing the drinking driver from the highway, and combating crime highlighted Maine State Police activities during 1979.

As a result of stepped up enforcement of the 55 mph speed limit, speeding declined 25 percent during the year, with nearly two-thirds of all motorists complying with the speed limit. Colonel Allan H. Weeks, who was reappointed Chief of the Maine State Police, plans to continue the high intensity efforts against not only speeding but also operating under the influence (OUI) during 1980.

In addition to the enforcement aspect of getting drinking motorists off the road—that included special teams apprehending OUI violators during selected times as well as monitoring locations where alcohol related accidents usually occur, troopers held programs at shopping malls and the University of Maine illustrating the dangers of drinking and driving (i.e., eye sight/depth perception deterioration and slowed reaction response). Also, the news media helped make people more aware of the enforcement and educational efforts aimed at deterring OUI in Maine.

Through the only program of its kind at present in New England, Maine State Police officers acquired expertise in accident reconstruction that provides precise determination of accident causation factors. Twenty-five state police officers are able to assist fellow Troopers, along with municipal and county police, with an accident reconstruction expertise that provides for the determination of how an accident actually happened (i.e., by using mathematical analysis and interpretation of vehicle damage in accident investigation).

Another state police first, possibly in the Nation, was the free Law Enforcement Orientation Program to assist in the placement of more women and minorities within the state police. Women enrolled in the law enforcement or criminal justice curriculum through the University of Maine system or the Southern Maine Vocational Technical Institute took part in the three-day orientation at the Maine Criminal Justice Academy (MCJA).

During 1979, the State Police School at the MCJA, comprising the 35th Training Troop, graduated 32 individuals who assisted not only in the OUI and speed enforcement campaigns, but also helped to combat crime throughout the State.

Regarding narcotics, Maine now has access to drug related intelligence data bases of the Federal government. An agreement with the Federal Drug Enforcement Administration provides for State and local police access to a centralized repository for narcotic related data from all over the world, with immediate responses in support of on-going drug investigations.

As a result of a planning and research field study during the latter part of the year, three troopers will take part in a canine/handler training program during 1980. The program will provide the state police with trained German shepherd dogs for general purpose and narcotics or explosive detection responsibilities.

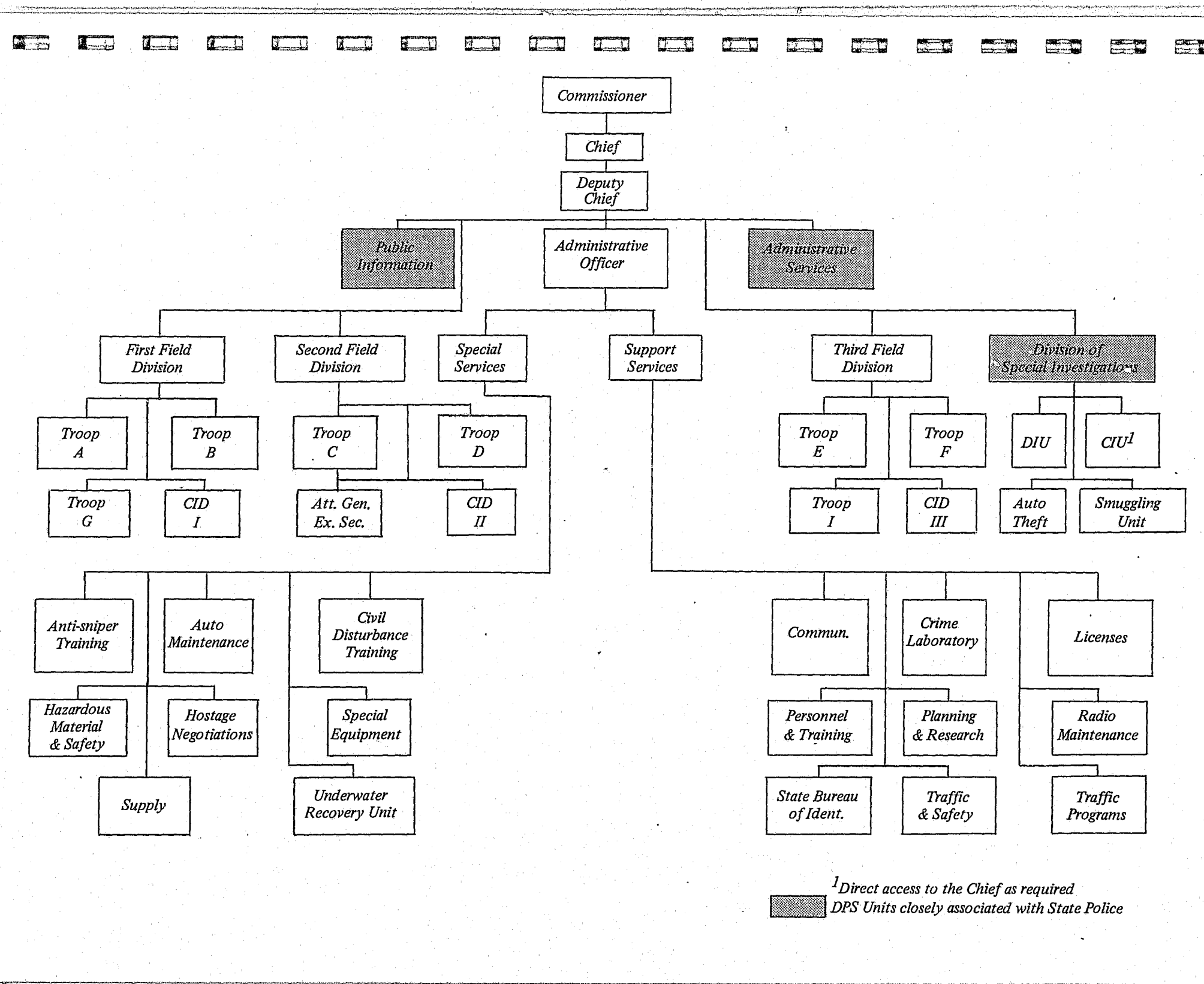
A high priority of the state police during 1979 was gambling in Maine resulting in an increased gambling investigative capability. Also, guidelines were sent to licensees to assist them in conducting their games properly.

And in crime prevention, state police officers supplemented the Department's public information program by speaking to civic groups, disseminating crime prevention material and displaying exhibits. The program demonstrated the state police's primary role, as well as its supporting role (i.e., to municipal and county police agencies), in crime prevention and prosecution.

**TROOPER OF THE YEAR**

The highest annual award of the Maine State Police was earned by TROOPER BURCHELL D. MORRELL of Strong.

Trooper Morrell, a patrol officer with Troop C (Skowhegan), met the highest standards of the Maine State Police—including character, demeanor, dedication, and genuine interest in doing things for other people.





## TABLE OF CONTENTS

	Page
Executive . . . . .	1
Administrative Services . . . . .	2
Public Information . . . . .	3
Special Investigations . . . . .	3
Field Force . . . . .	4
Field Activities (incl. Crim. Invest. Div.) . . . . .	5
Special Services . . . . .	8
Automotive Maintenance . . . . .	8
Supply . . . . .	8
Underwater Recovery . . . . .	8
Support Services . . . . .	9
Communications . . . . .	9
Crime Laboratory . . . . .	10
Licenses (incl. Beano/Games of Chance) . . . . .	12
Planning and Research . . . . .	13
Radio Maintenance . . . . .	13
State Bureau of Identification (incl. UCR) . . . . .	14
State Police Personnel and Training . . . . .	16
Traffic Programs . . . . .	19
Traffic and Safety (incl. Air Wing) . . . . .	20
Statistical Information . . . . .	23

## EXECUTIVE

### Chief

*The Chief of the Maine State Police—Colonel Allan H. Weeks—is the executive head of the Maine State Police. The Chief is appointed from the commissioned ranks by the Commissioner of the Maine Department of Public Safety, with the advice and consent of the Governor. The appointment is subject to review by the Joint Standing Committee on State Government and to confirmation by the Legislature. The Chief is responsible for the administration of the state police and for the enforcement of all Maine motor vehicle and criminal laws.*

### Deputy Chief

*The Deputy Chief—Lieutenant Colonel Albert T. Jamison—is a commissioned officer designated by the Chief. He is charged with ensuring that all orders and regulations pertaining to the operations and welfare of the state police are carried out. The Deputy Chief assists the Chief in overall planning, coordinating, and directing the administration and operations of the state police. Other primary responsibilities include program planning, coordination of Federal programs, and legislative liaison.*

### Administrative Officer

*The Administrative Officer, with the commissioned rank of major, is responsible to the Deputy Chief for overseeing those administrative and staff functions that affect the agency. He recommends and assists in the formulation of policy dealing with administrative concerns in an effort to bring about greater efficiency and accountability.*

## ADMINISTRATIVE SERVICES

The Administrative Services Division is an organizational unit within the Department which provides administrative support services to the Maine State Police in the areas of finance, personnel and printing.

**Finance Office**—The purpose of this office is to provide the following accounting and budgetary services to the Maine State Police:

- Process bills for payment
- Prepare purchase orders
- Maintain accounting records and transactions
- Maintain accounts receivable
- Prepare bills and charges for services
- Analyze expenditures and revenues
- Prepare work programs and allotments
- Maintain vehicle accident and industrial accident reports
- Prepare monthly and quarterly Federal financial reports
- Prepare financial reports and comparative financial data
- Maintain capital equipment and real property inventory control records

During fiscal year 1979, the Finance Office was organized more effectively into the functional accounting areas of payroll, accounts receivable, accounts payable and fund accounting. With the availability of unemployment compensation benefits for State employees, the Finance Office established a system for reporting and monitoring unemployment compensation claims. In addition, a program was presented at the Maine Criminal Justice Academy to assist supervisors to control potential unemployment compensation claims through improved supervisory practices. At the close of fiscal year 1979, the Finance Office evaluated the feasibility of adopting an on-line budget control system through the Maine Department of Human Services for the purposes of establishing a budget planning and control system based on responsibility accounting.

**Personnel Office**—The purpose of this office is to administer all procedures for recruitment, hiring, promotion, transfer, discipline, training, classification and pay and labor relations for employees in the Department who comprise 60 different authorized classifications.

During fiscal year 1979, the Personnel Office worked with the Maine State Police, the State Department of

Personnel and specialized consultants on the project of State Trooper Validation of Entrance Requirements. To date, the job analysis phase of this project has been completed and reviewed by an outside consultant. Upon receipt of the consultant's report, the project will move to the next phase towards developing entrance standards which are based on valid, job related tasks and skill requirements. Entrance standards such as mental ability, age, vision requirements, height/weight and physical aptitude skills will be studied relative to the tasks State Police Troopers are required to perform. While this project is being undertaken, all testing of candidates for State Police Trooper will be suspended. This office will continue to handle all other phases of testing as in the past.

In the area of promotions, the Personnel Office is working with the State Department of Personnel to develop a new semi-annual promotional projection based on a State Department of Personnel job analysis of State Police Corporal and Sergeant.

This office will continue to receive and process requests for the Department's law enforcement positions. This office will also continue to provide all phases of applicant testing and is now providing proficiency testing for all clerical positions prior to hire. Departmental special orders, out of state travel requests, veterans on-the-job training, performance evaluations and requests for CETA positions also will continue to be processed.

**Printing Office**—The purpose of this office is to provide a full range of in-house printing and graphic arts to Departmental divisions and bureaus at the least cost possible. During fiscal year 1979, this office accomplished the following:

- Increased the in-house printing capability through the acquisition of a cutter and drill
- Reduced the cost per impression through the acquisition of an electrostatic platemaker
- Expanded the graphic arts capability by acquiring a Vartyper composer
- Implemented a production control program
- Increased production from 282,500 in 1975 to 1,681,284 impressions annually
- Reduced the cost per impression from 4.62 cents per copy in 1975 to a current per copy cost of 1.5 cents

## PUBLIC INFORMATION

The Public Information Office is responsible for planning, directing/coordinating, assisting in the implementation of, and evaluating public information activities and programs. The Public Information Officer advises the Commissioner, Chief and staff on public information matters that should be brought to their attention, and provides counseling and instruction to staff and field personnel.

Although all state police officers are authorized to make news releases on routine matters, the Public Information Officer serves as spokesman for major crimes or other serious news events when it is necessary to assist the investigating officer. On call 24 hours a day, the Public Information Officer maintains liaison with the news media.

During 1979, the office disseminated 173 news releases to the print and/or broadcast media. The Public Information Officer served as spokesman in 275 instances. Broadcast public service announce-

ments were produced to make the public more aware of the following: (radio) Winter Road Safety, State Police Recruiting, School Bus Safety, Burglary Prevention, 55 mph Speed Limit, Operating Under the Influence/Seat Belts, School's Open/Labor Day Safety, Autumn Driving, Woodburning Stove Safety, Fire Prevention Week, Car and Winter, Christmas Fire Safety, Motor Vehicle Inspection, and Christmas/New Year Safety, (television) 55 mph Speed Limit and Holiday Alcohol Highway Safety.

In addition, the office compiled the annual report, updated Departmental publications, and published the employee newsletter. The Public Information Officer provided counsel and assistance to the Woodburning Stove Safety Awareness Campaign, the Law Enforcement Program for Women and Minorities, and the Coordinator for the Crime Prevention Seminars. He also instructed News Media Relations at the Maine Criminal Justice Academy.

## SPECIAL INVESTIGATIONS

The Department's Division of Special Investigations (DSI) had a 65 percent increase in illicit drug and drug related investigations during 1979. DSI had 800 trafficking and furnishing cases (compared to 560 in 1978) involving more than 550 defendants and resulting in an 85 percent conviction rate.

DSI headquarters and its four geographic units were responsible for removing more than \$100,000 worth of illicit drugs from the streets, recovering in excess of \$52,000 worth of stolen property, and seizing \$50,000 worth of vehicles and equipment that were used to facilitate the sale of drugs within Maine. (The total value of seized property including DSI's Smuggling Unit seizures, totaled \$350,000.)

Manpower for DSI operations are donated from municipal, county and State law enforcement agencies. In an effort to alleviate the critical need for manpower, a cross-training program was initiated with the state police. (See State Police Personnel and Training.)

As a result of a Federal grant, the State was able to continue its Drug Investigation Unit (DIU). The Unit is tasked with eliminating, to the extent that is possible, the knowing or unwitting diversion of legally manufactured drugs by health and non-health professionals.

DIU had 57 new investigations involving 17 potential defendants, 67 undercover approaches resulting in the collection of drugs or prescriptions totaling 12,296 dosage units (i.e., pharmaceutical drugs, cocaine, etc.), and many pharmacy investigations including one which resulted in a diversion of 273,000 dosage units of various prescription drugs.

Investigators from DSI and its component units continued to increase public awareness on drug abuse, drug diversion and prevention of auto theft through speeches to professional and civic groups, interviews to print and broadcast news media, and informational material to interested citizens and law enforcement personnel.

## FIELD FORCE

The field force of the Maine State Police is divided into three divisions. The force is under the direction of the Deputy Chief for uniformity of administration, with each division being commanded by a Division Captain.

The Division Captains are charged with the planning, coordinating and directing of the activities within a respective division. Responsibilities include: Periodic inspections of property and personnel; and, insuring state police officers work in harmony with other law enforcement agencies.

Each division includes troops and a criminal investigation division, each under the supervision of a lieutenant.

The primary function of each criminal investigation division (CID) is to investigate all homicides and suspicious deaths, plus other major crimes within its respective geographical area, and to assist uniformed personnel and other law enforcement agencies with criminal investigations they are conducting. Other major crimes investigated include: burglary, bank robbery, forgery, conspiracy, escapes, deceptive business practices, kidnapping, rape, aggravated assaults, extortion, terrorizing, and gross sexual crimes, etc. In addition, each CID coordinates investigations and prosecutions, as necessary, with the Maine Department of the Attorney General; assists in the training of State and local police in criminal investigative techniques; and provides detectives for speaking engagements before various civic groups and schools.

The following is a breakdown of the field force:

### Division I

Troop A (Scarborough)—responsible for York and southwest Oxford counties.

Troop B (Scarborough)—responsible for Cumberland, southwest Androscoggin and central Oxford Counties, and Interstate 95 from Scarborough to Gardiner.

Troop G (Scarborough)—responsible for the Maine Turnpike.

CID (Scarborough)—responsible for investigating criminal activities within the Division area.

### Division II

Troop C (Skowhegan)—responsible for Franklin, Somerset, Piscataquis, northern Kennebec and northern Androscoggin counties.

Troop D (Thomaston)—responsible for Sagadahoc, Knox, Waldo, southern Kennebec, and central Androscoggin counties.

Assistance to the Attorney General—responsible for investigating primarily criminal complaints of an administrative nature.

CID II (Augusta)—responsible for investigating criminal activities within the Division area.

### Division III

Troop E (Orono)—responsible for Penobscot, Hancock, and Washington counties.

Troop F (Houlton)—responsible for Aroostook County.

Troop I (Orono)—responsible for Interstate 95 from Augusta to Houlton.

CID III (Orono)—responsible for investigating criminal activities within the Division area.

## Field Activities

In addition to providing professional police services to the public on a day to day basis, the First Division concentrated its efforts on stepped up enforcement of the 55 mph speed limit, apprehension of motorists operating under the influence (OUI) of liquor or drugs, and leading to arrests of numerous people involved in major antique thefts.

Special emphasis 55 mph and OUI enforcement campaigns took place as needed throughout the year. Specifically during the summer months, additional troopers were assigned to patrol U.S. Route One in southern Maine to ensure safe and efficient flow of traffic over that artery. Officers also assisted municipal law enforcement agencies along the coast which resulted in a positive response from vacationers, residents and businesses.

During 1979, troopers on the Maine Turnpike instituted OUI patrols which were effective around the metropolitan areas of Portland, Lewiston-Auburn and Biddeford-Saco. In addition, the state police patrol effort assisted in a seven percent decrease in total accidents and a 33 percent decrease in personal injury accidents on the 'Pike.

The First Division became responsible for patrolling Interstate 95 from Scarborough to Gardiner. The 55-mile stretch of highway is patrolled 24 hours a day. In December, the I-295 spur in Falmouth was the scene of a potential major explosive situation when an 8,500-gallon propane tank truck overturned. North and southbound lanes were closed to traffic for 12 hours until the tanker was removed and a pos-

## DIVISION I

sible disaster was averted.

The Division's Troops were assisted in their criminal work by Criminal Investigation Division I detectives. During 1979, CID I investigated homicides within its jurisdiction, clearing most of them by arrest. It also continued investigations on six unsolved homicides from previous years. In addition to investigating homicides, suspicious deaths and other major crimes, CID I climaxed a series of antique thefts with 65 arrests and subsequent convictions. Also, Crime Scene Seminars were held for rescue units and other police agencies in the southern Maine area.

Troopers patrolling near the Maine-New Hampshire border can now communicate with New Hampshire law enforcement agencies. Maine State Police cruisers have been equipped with a radio frequency to communicate with New Hampshire authorities that is expected to result in better service to citizens of both states residing and working along the border.

In an effort to share their expertise, First Division officers conducted training sessions for area law enforcement agencies, assisted in setting up safe and efficient bus route stops for elementary school children, and spoke to various civic clubs and organizations on drug prevention, highway safety, burglary prevention, and state police career opportunities.

And as a public service, the First Division supplied state police color guards to many towns and cities during national holiday and local area celebrations.

**HIGHWAYS PATROLLED BY  
MARKED AND UNMARKED  
CARS - RADAR - AIRCRAFT  
PLEASE OBEY TRAFFIC LAWS  
MAINE STATE POLICE**



## DIVISION II

Combating crime, striving for speed limit compliance, and keeping the drinking driver off the road comprised the Second Division's major law enforcement effort during 1979.

In the area of crime prevention, detection and apprehension, troopers embarked on an anti-theft ski campaign. The project was designed to deter ski and ski-related thefts in the northwestern part of central Maine. The result of the campaign was an 83 percent reduction in theft along with an increase in the recovery of stolen ski equipment. (The program is continuing during 1980.)

Along the coastline, state police watercraft patrolled to assist in the investigation of, and act as a deterrent to, criminal activity. In addition, troopers worked short tours of duty on many of the inhabited islands during the summer.

As part of a state police cross-training effort, Division officers began a four-month temporary rotation with either the Department's Division of Special Investigations for training in drug smuggling and other drug related activities, or Criminal Investigation Division (CID) II for experience in major criminal investigations and refinement in handling criminal cases.

CID II, with the responsibility of investigating all major crimes—including homicides and other criminal activity—within central Maine, provides investigative services to the Maine State Prison. During 1979, CID II detectives made several arrests for trafficking in prison contraband and other crimes, including arson.

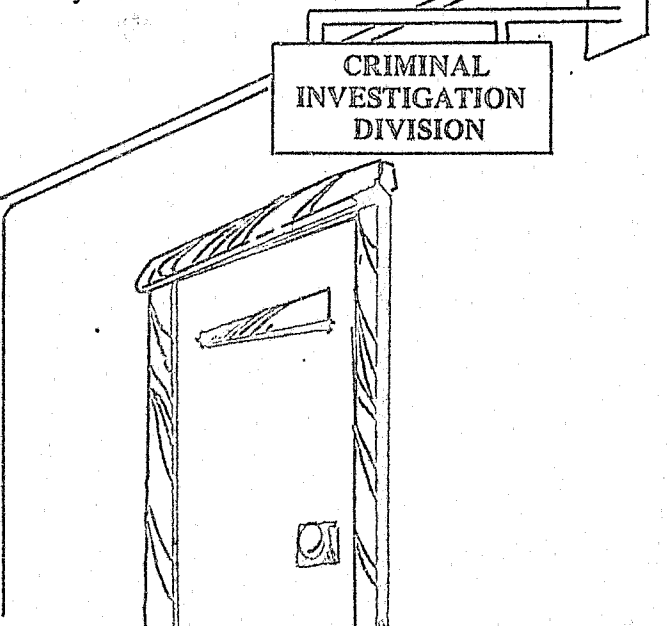
Division personnel assigned to the Department of the Attorney General investigated inquiries into atypical criminal complaints, including the investigation of government officers and attorneys charged with malpractice, and other offenses of an administrative nature. The officers also aid Federal and local law enforcement agencies as necessary.

Detectives were assigned to the State House to provide security for the Governor, to the Senate during the 109th Legislative Session, and to the House of Representatives for 10 days prior to adjournment.

In an effort to gain speed limit compliance and to reduce accidents, a pilot Speed Control Project made

a significant impact on reducing motor vehicle accidents. The program utilizes an electronic digital stopwatch in clocking the speed of vehicles over a given distance. Since the trooper remains in a stationary position during operation, it not only reduces the speed of the motorist, saving fuel and increasing the safety factor, it also causes a fuel savings for the officer involved.

While troopers enforced the speed limits, especially the 55 mph speed limit, they also made an extensive enforcement effort on the motorist operating under the influence (OUI) of liquor or drugs. When common sense and deterrence did not keep the drinking driver off the highway, officers arrested OUI motorists to get them off the road in order to promote safety for all who use them.



With Division state police officers acquiring an expertise in accident reconstruction in 1979, the troopers in turn provided numerous training programs in basic traffic accident investigation for municipal and county police agencies. In addition, the state police accident reconstructionists familiarized these agencies with the services provided by the accident reconstructionist.

And to help central Maine citizens become more aware of the role and services of the Maine State Police, the Division made contact with hundreds of youths through conducting special school programs, hosting children at area barracks, and taking part in community activities.

## DIVISION III

The year 1979 began with a comprehensive analysis of police services in Aroostook, Penobscot, Hancock, and Washington counties, as well as Interstate-95 from Houlton to Augusta. The purpose was to assess duplication of services within the Third Division, and attempt to curtail any duplication.

The Division also carried out programs in training, public relations, and accident and crime reduction. The programs resulted in increased effectiveness in these areas.

In cooperation with the Special Services Division, several training sessions were held to upgrade Division III's state of readiness in the control of civil disturbances.

A public awareness program on drinking and its effects related to driving was conducted. Participants in the program after consuming measure amounts of liquor/beer were tested for vision effect, reaction time on a brake-accelerator test machine, and blood alcohol level. Thousands of people were enlightened about the effects of being under the influence and its dangers, especially when coupled with driving.

Aroostook County school children continued to learn about the Maine State Police and the role of law enforcement in the community during 1979. Two troopers visited 48 schools and spoke with nearly 2,000 fifth graders.

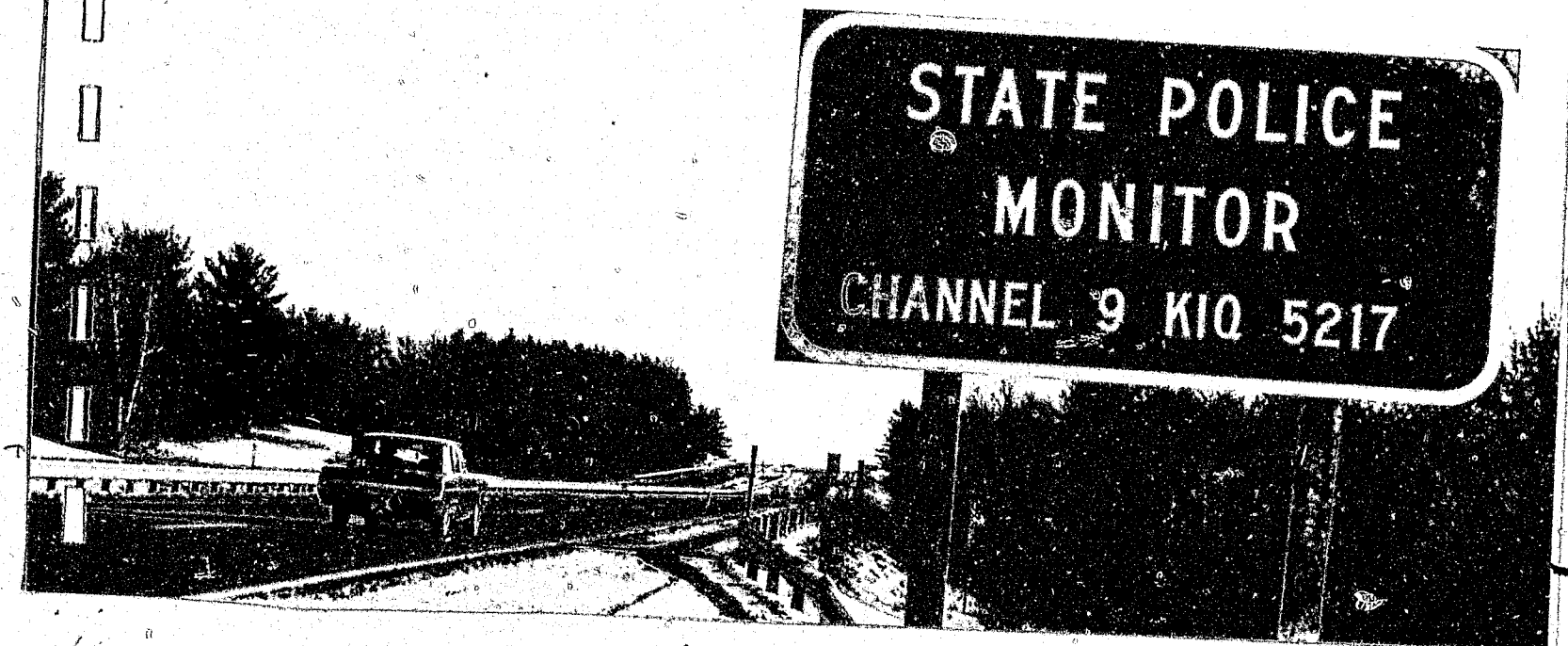
The Maine State Police 55 mph Speed Enforcement/Operating Under the Influence (OUI)/ and Accident Reduction Program was emphasized in Division III. In fact, the First Annual Chief's Award went to Troop F (Houlton) for the most effective traffic program for a rural troop. Fatals during the summer in Troop F

decreased from 19 to 6 from last year, contributing to the lowest number of fatal accidents ever to be investigated in one year, by more than half, in Aroostook County.

The Division's criminal investigative unit—Criminal Investigation Division (CID) III—continued to investigate major crimes within northern and eastern Maine, support the uniformed troops as needed, and furnish assistance to law enforcement agencies and district attorneys resulted in the formation of a special task force to solve four rape/assaults which had occurred in the greater Bangor area. The investigation not only resulted in the solving apprehension of the perpetrator in the four cases, but also resulted in the apprehension of a second rapist within 24 hours of the committed offense. CID III detectives also solved a 1975 Aroostook County homicide when another case being investigated led to evidence resulting in grand jury indictments against two individuals for murder.

A Field Inspection Program was initiated in which all Division state police officers were inspected within their respective patrol areas. The program monitored the condition of the officer's issued clothing and equipment in a working status. (The program is in addition to the annual in-ranks Colonel's Inspection.)

And the Division embarked on a pilot program for a Maine State Police Canine Unit. Through the volunteer efforts of a sergeant and a trooper, the state police during 1980 will form three dog/handler teams to assist in the location of lost persons, apprehend fleeing felons, search for drugs or explosives, and assist in crowd control.





## SPECIAL SERVICES

The Division of Special Services was formed in June to administer the following functions: Departmental supply and automotive maintenance, hazardous materials safety (including the preservation of public order and safety dealing with peaceful radiological incidents), civil disturbance planning and training, hostage negotiations, anti-sniper training, underwater recovery, and special equipment.

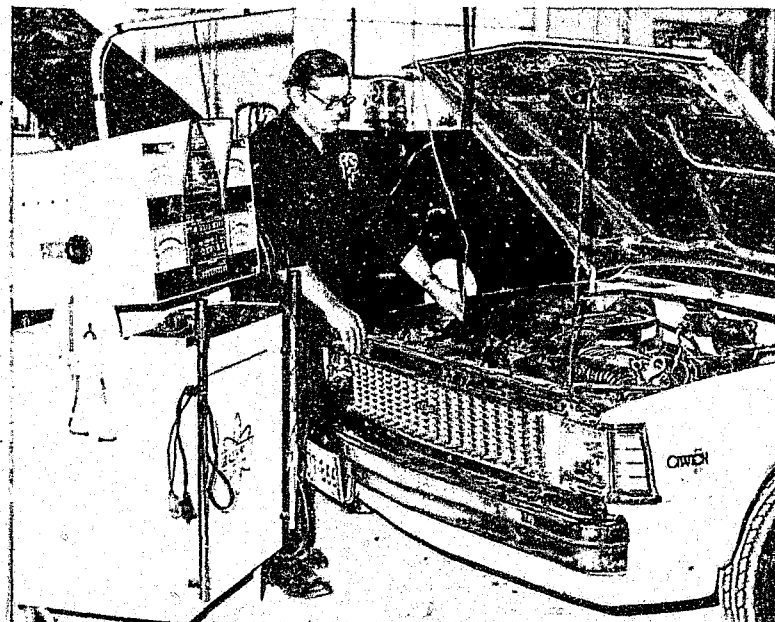
### Automotive Maintenance

Programs designed to conserve fuel, support budgetary restrictions, and maintain a fleet of vehicles providing services required to meet public need highlighted 1979 activities.

For the first time, 39 four cylinder, standard shift, front wheel drive vehicles were put into service, increasing gas mileage two-fold over cruiser type vehicles previously used by plain clothed members. In addition, automotive maintenance tested in fleet vehicles synthetic oil having a 24,000-mile service rating, which is four times that of conventional 10/40 oils. Testing in 1979 continues into 1980 on a special oil filter/cleansing system to eliminate oil changes and a water circulator designed to provide heat without the vehicle running constantly.

Automotive Maintenance is responsible for the purchase and maintenance of 406 Departmental vehicles. Required maintenance is done at state police locations in Augusta, Houlton, Orono, and Scarborough. Maintenance provided includes: tune-ups, complete engine and transmission overhaul, chassis running gear repair, glass replacement, limited body and fender repair, and fleet vehicle preventative maintenance.

Departmental mechanics also assisted in the public auctioning of 172 used fleet vehicles during 1979.



### Supply

Purchase and distribution of clothing and equipment to sworn members, as well as accountability for administrative forms, office furniture and support equipment is the responsibility of Supply. In addition, Supply is responsible for clothing and supplies inventories and records, as well as the distribution of necessary items.

Emphasis during 1979 continued to be on maintaining an effective records system, quality control of purchases, and cost effectiveness. The Supply unit also coordinated with the Planning and Research Office on the testing of operational equipment in order to establish a better cost effective/control program.

### Underwater Recovery

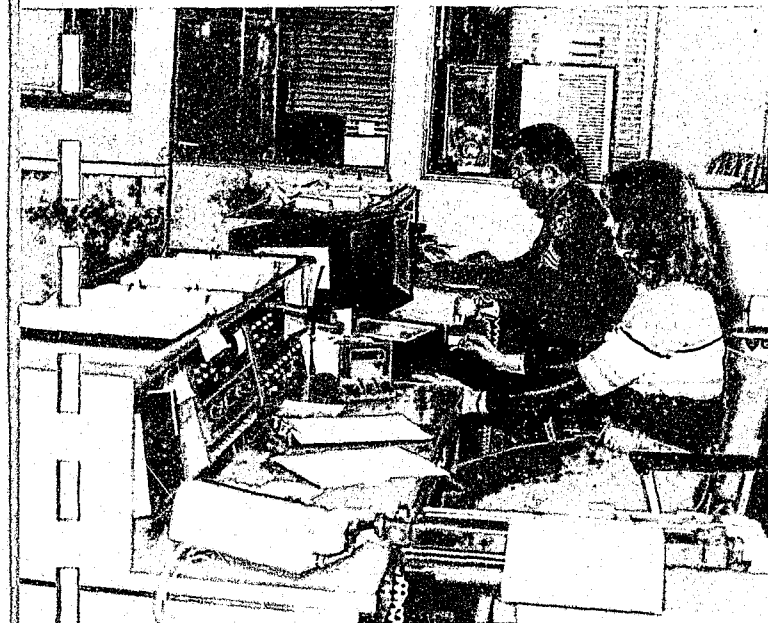
During 1979, the Underwater Recovery Unit (URU) recovered two homicide weapons and 14 stolen vehicles, having a total value in excess of \$19,000. Other diving operations included the recovery of drowned individuals, and were for investigative purposes. Assistance was provided to municipal and county law enforcement agencies, as requested.



### Other

The Special Services Division put into service a four wheel drive emergency services vehicle, a civil disturbance equipment response trailer, emergency lighting equipment with underwater capability, and five trained mobile command post operators.

In cooperation with field officers, civil disturbance training was conducted throughout Maine (with a follow-up program to be implemented in 1980). Emergency planning and special services training programs begun in 1979 are to continue during 1980 in order to provide professional response to public needs.



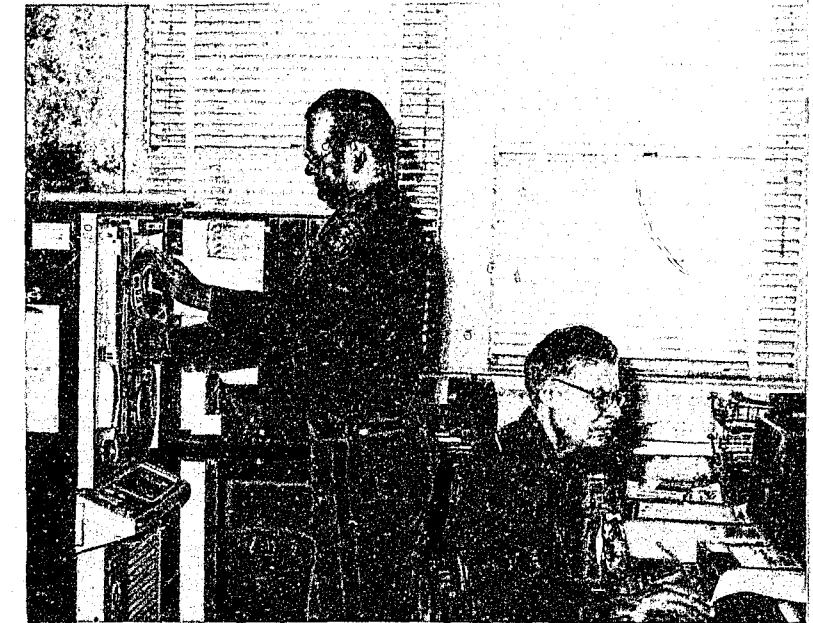
## SUPPORT SERVICES

Maine State Police Support Services, administered by a State Police Captain, are authorized 54 officers and 56 civilians. It is comprised of the following: Communications, Crime Laboratory, Licenses (including Beano and Games of Chance), Planning and Research, Radio Maintenance, State Bureau of Identification (including Uniform Crime Reporting), State Police Personnel (i.e., applicants/recruits) and Training, Traffic Programs, and Traffic and Safety.

### Communications

Three major changes were made during 1979 in the Maine Telecommunications and Radio Operations (METRO) teletype system to improve its operations. One high speed teletype line was divided to form two separate Data Speed 40 terminal lines (north and south), lessening the waiting time to gain access to the computerized message switch for transmission of messages. A second major change allows the Model 28 teletypes, used by most police departments in the State, to receive an acknowledgement from the message switch prior to typing the actual message. Thirdly, association tables were formed, placing police departments without teletype capability under an area department with a teletype. This allows the department with the teletype to send and receive messages using the associated police departments identification code. 1979 saw the new teletype terminals added to the system, bring the total to 75 terminals, 14 of which are the modern Data Speed 40 terminals.

Digital encoders have been installed in the Maine State Police Regional Control Centers (RCC's) to activate pagers worn by selected personnel who must be



available at all times. A direct radio link was established between Maine State Police (Augusta) and New Hampshire State Police (Concord) to expedite the exchange of information during any joint operation.

Plans have been made to enter a Maine Wanted/Missing Person File into the METRO Computer. The data in this file would be that which cannot be entered into the National Crime Information Center (NCIC) files. This will allow police agencies within the State to check for wanted/missing persons in Maine with the same speed that is now available through NCIC. (A July 1980 implementation date is projected.

A diverter telephone system has been installed at the Augusta RCC to handle all medical examiner calls. With this system all criminal justice agencies within the state may call one telephone number and speak with the Chief Medical Examiner or his representative. Communications personnel program the appropriate number into the diverter at the direction of the Chief Medical Examiner's office.

In training, Communications Division personnel continue to provide training to all users of the METRO System upon request and encourage users to visit the RCC's, to become more familiar with RCC operations.

During 1979, quarterly meetings of all communications supervisory personnel within the various RCC's were instituted. These meetings allow supervisors to keep abreast of changes, evaluate current procedures, and establish continuity in day to day RCC operations.



Crime Laboratory

The State Crime Laboratory functions include photography and crime scene processing, developing and printing photographs related to criminal or accident investigations, comparison of latent prints lifted at the scene of a crime with suspect's prints; firearms identification and tool-mark comparison, restoration of serial numbers of stolen vehicles or other items; serological examinations of blood semen and other body fluids; making identification cards for members of State agencies; instruction of State, county and local police officers in crime laboratory procedures; and expert testimony in court.



Photography

The photography section produced the following:

Film Rolls Processed	
35mm Color . . . .	963 Neg. film
2 1/2mm Color . . . .	300 Neg. film
35mm Slides . . . .	100
2 1/4 B&W . . . . .	38
35mm B&W . . . . .	47
	1,448

Negatives Processed	
4x5 . . . . .	1,510
35mm B&W . . . . .	711
2 1/4 B&W . . . . .	304
35mm Color . . . . .	14,440
2 1/4 Color . . . . .	2,399
Special Projects . . . .	1,510
	20,874

Prints	
35 UPS . . . . .	8,522
35mm B&W . . . . .	414
2 1/4 Color . . . . .	962
2 1/4 B&W . . . . .	250
35mm Slides . . . . .	1,505
4x5 . . . . .	215
Special Projects . . . .	1,042
	12,910

Included were 453 rolls of film developed and 2,772 color prints made for the Office of the State Fire Marshal.

Latent Fingerprints

A fingerprint comparison examiner can conclusively state that any given fingerprint came from a particular finger to the exclusion of all others. Latent impressions are those fingerprints and palmprints left on an object after that object has been handled.



State Police		Other Agencies	
84	Cases	120	
20	Latents I.D. to suspect	37	
21	Elimination I.D.	10	
3,483	Examinations	4,160	
781	Developing	607	



Serology

The Serology Section is responsible for the examination of blood and other body fluids. In case of rape, assault and murder, microscopic examination of body fluids, such as typing of blood, often eliminates a suspect from an investigation as well as narrows the investigation to a particular person.

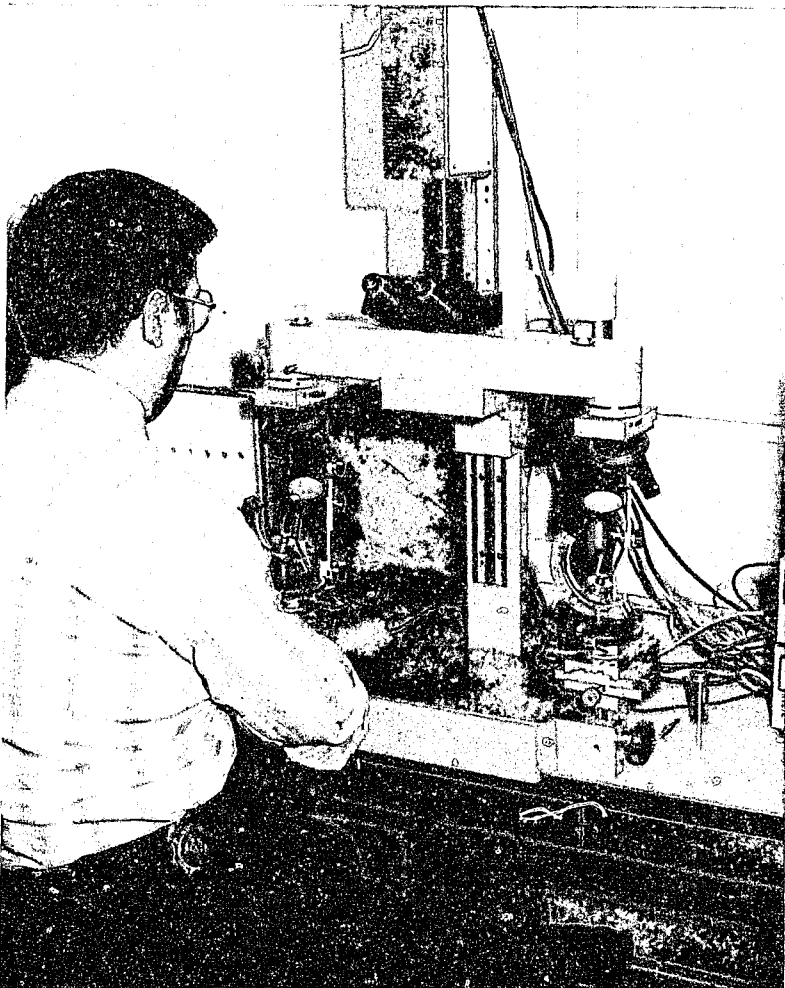
Blood cases (including blood and other body fluids)

State Police		Other Agencies	
42	Hair	81	
40	Blood	54	
27	Semen	78	
7	Other	10	

Total Items examined—1,525

Firearms Identification

Firearms identification is also a positive science. It involves determining through microscopic analysis whether a spent bullet or cartridge casing has been fired from or in a particular firearm to the exclusion of all others, and whether rounds of ammunition have been chambered in a particular firearm. Distance from which a shot was fired can be determined through gun powder residues and shotgun pattern examinations as well as determining the make, caliber, and type of firearm from which a bullet was fired.



Weapons Submitted From:

State Police		Other Agencies	
17	Rifles	15	
9	Shotguns	9	
9	Handguns	18	

# Unknown Submitted

State Police		Other Agencies
57	Bullets	153
231	Cartridge Casings	52
31	Shotgun Casings	36
18	Shotgun Wadding	13
39	Shotgun Pellets	27

# Live Ammo Submitted

735	Rifle & Handguns	50
258	Shotgun	41

# Shotgun Patterns, Gunpowder Residues:

23	6
----	---

# Toolmark Exams

State Police	Other Agencies
7	28
Serial Number Restoration	

19	6
----	---

# Firearms and Toolmark Related Cases

15	12
----	----

# Licenses

## Beano and Games of Chance

The Licensing Section of the Maine State Police is responsible for the enforcement licensing and administration of over 745 Beano and Games of Chance organizations statewide.

The Licensing Section also maintains close and effective cooperation with other law enforcement agencies.

Routine inspections of licensed games are made as frequently as possible, with all complaints being fully investigated. For fiscal year 1978-1979 there were over 285 premise inspections, resulting in 22 arrests and 384 warnings.

Over 400 written information requests are answered yearly, plus over 1,600 telephone information requests.

Summary of 1979 activities include:

## Beano and Bingo

1. Total Beano organizations licensed—429
2. Total number of Beano licenses issued—3,886

3. Total revenue received by State of Maine from license fees—\$29,054.00
4. Total operating expenses for 1979 year—\$36,544.89
5. Deficit from Beano licensing fee for 1978-1979 year—(\$7,490.89)

1. Total Games of Chance organizations licensed—316
2. Total number of Games of Chance licenses issued—8,295
3. Distributors licenses issued—15
4. Total revenue received by State of Maine from Games of Chance license fees—\$161,717.00
5. Total operating expenses for 1979 year—\$25,781.89
6. Surplus from Games of Chance license fees to State of Maine General Fund for 1978-1979 year—\$135,935.11
7. Combined surplus for Beano and Games of Chance license fees to State of Maine General Fund Account for 1978-1979 year—\$128,444.11

# Private Investigators, Security Guards and Weapons Licensing

The Department reviews applications and, upon qualification, issues licenses for private investigators under MRSA, Title 32, Section 6051-6066 and for security guards in Title 32, Section 3761-3783.

During 1979 the Licensing Section accepted and issued a total of 157 licenses.

	Private Investigator	Assistant Private Investigator	Security Guard
New	36	4	9
Renewal	62		42
I.D. Cards	27	5	
	Non-Resident Concealed	Possession by Ex-Felon	
New	2	1	
Renewal		1	

A total of \$13,430 was received from application fees. Unit expenses were \$13,012.50, leaving \$407.50 which was deposited in the State's General Fund Account.

# Planning and Research

The Office of Planning and Research is responsible for providing management support through information and program development. Areas addressed include administrative as well as operational functions plus both immediate and long range goals. In addition, the office coordinates and administers all federal grants which affect the Department.

Major activities during 1979 included but were not limited to:

- A. Receipt of funding and program coordination resulting in accident reconstruction training of 25 officers plus all necessary equipment to perform reconstructions.
- B. Worked with Central Computer Services on complete analysis of existing automated accident and arrest system, resulting in recommendations for upgrade of program.
- C. Completed Departmental filing.

D. Initiated State Police Canine Unit Study.

E. Implemented Equipment Evaluation Program.

F. Assisted in or prepared:

- Sunset Law Compliance
- Numerous training sessions/specialized courses
- First Annual Traffic Enforcement/Safety Award
- Federal expenditures budget data
- Implementation of revised National Fire Incident and Reporting System within the Department State Fire Marshal's Office
- Delivery of Police Services Study
- Other Departmental studies

# Radio Maintenance

The Radio Maintenance unit maintains all microwave, base stations, mobile radios, citizen band radios, traffic enforcement radars, electronic sirens, and solar powered base stations for the Department and other State level law enforcement agencies.

The unit operates from Departmental Headquarters in Augusta and from state police barracks at Scarborough, Orono and Houlton. From these maintenance shops officers and technicians repair, install/remove, and maintain 830 mobile and portable FM two-way radios, and approximately 250-40 channel citizen band radios. In addition, mobile radios and other specialized mobile equipment are installed, as required, in marked and unmarked police cruisers, in criminal surveillance vehicles, and in Departmental aircraft and watercraft. Also, the unit maintains 15 mountain top transmitter/repeater sites.

During 1979, Radio Maintenance made it possible for the Department of Inland Fisheries and Wildlife to utilize Streaked Mountain in Buckfield for their communications. Also, transmitting equipment was removed from Stickney Mountain in Brownville to Bagley Mountain in Lincoln to increase efficiency and reliability of police communications in northern Penobscot County.

State Bureau of Identification

The State Bureau of Identification is comprised of the Identification Division, State Police Investigative Records, and Uniform Crime Reporting.

Identification Division

The State Bureau of Identification (SBI) was established in 1937 by an act of the Legislature.

This consisted of a central repository of all criminal records in the State of Maine based upon compulsory submission by criminal justice agencies on fingerprint forms and other forms provided, under rules adopted in order to have a comprehensive and accurate system available for criminal justice and other purposes authorized by law.

A major reorganization in the SBI Identification Division continued to take place during 1979 in order to make it more efficient and responsive. This was necessitated by State and Federal Privacy and Security laws along with an identified need to upgrade existing operations. The reorganization involved the SBI Director working with a representative of the Attorney General and a representative committee of user agencies to accomplish the objectives of the reorganization.

Considerable progress has been made in attaining the reorganization objectives. New forms and techniques have been developed to improve the submission and completeness of Criminal History Record Information. They include duplicate court abstract cards, training pamphlets, bulletins, schools on basic and advanced fingerprints at the Maine Criminal Justice Academy, field training statewide on taking and submitting fingerprints, development of new record dissemination sheets, reclassification of thousands of prints, resequencing of files for easier access, purging of old and outdated records, purging of records no longer in the criminal category, better employee training, improved physical security and numerous other activities.

Technical assistance has been pursued and acquired by the Identification Division and the first steps toward automation have been taken.

The Maine Chiefs of Police Association has sponsored two Federal grants via the Law Enforcement Assistance Agency (LEAA) and provided six personnel on a temporary basis to help in the upgrading process.

Other activity in the Identification Division for 1979 includes:

3,636	Fingerprint cards classified and searched
1,821	Fingerprint cards matched with existing records
1,446	Final disposition sheets received and filed
482	Photographs and negatives received and filed
3,434	Out-of-State records received and filed
30,228	Inquiries checked
24,862	Court abstracts received and filed
6,400	Record folders were reviewed, updated and retyped
15,097	Preparation of mail (pieces)
4,000	Criminal records purged
25,000	Fingerprint cards resequenced
627	Parole records monitored for Probation and Parole officers
220	Probationer records monitored for Probation and Parole officers



State Police Investigative Records

In 1976 State Police Criminal Investigative Records were assigned as a unit of SBI.

Initial complaint reports of the investigations by the Maine State Police are filed in this unit with follow-up reports later on.

Upon receipt of the reports, they are coded according to a number formula based upon the complaint number, number assigned town and county, crime code number, officer's code number, month and year. Cross filing of the complaints are made by complainant, respondent, victim and injured or deceased.

All reports are microfilmed after a three-year interval and stored on microfilm rolls. Any report on microfilm rolls can be recalled and reprinted automatically as necessary.

Auto Theft Unit cases ..... 102

Criminal reports:

Received .....	5,432*
Numeric and stamped .....	5,171*
Filed .....	5,191*

Cards:

Typed .....	9,226*
Alphabetized .....	8,401*
Filed .....	7,944*

Civil reports:

Received and processed ..... 398

Continuations:

Received .....	2,826*
Processed .....	3,862*
Filed .....	3,372*

Insurance requests:

Mail received .....	455
Mail answered .....	428
Telephone requests .....	166
Rechecks .....	424

Troop	Investigative Cases Received	Continuations Received	Civil Cases Received
CID I/II/III	231	168	0
A	457	273	73
B	670	298	35
C	1,075	561	44
D	799	612	64
E	871	368	63
F	1,142	528	103
G	121	12	11
I	66	6	5
Total	5,432	2,826	398

\* Work backlog and procedure priorities cause variance in some totals. (Column 1 this page.)

Uniform Crime Reporting

Uniform Crime Reporting (UCR) is mandated by Maine law, Title 25, MRSA §1543 amended, and requires the full cooperation of all Maine law enforcement agencies. The UCR unit was established in 1974 and functions under the Maine Department of Public Safety, Maine State Police, State Bureau of Identification.

Crime data is collected on all Part I crime offenses (murder, rape, robbery, assault, burglary, larceny and motor vehicle theft) and continues to improve in value as increased data is added to the rapidly expanding data bank. Data is also collected on specially designed forms providing the data bank with information on the age, sex and race of persons arrested for criminal violations in both Part I and Part II crime classes; description and values of property stolen and recovered; crime locations; time of offenses; methods of crimes; employee data, assaults on officers and other supplemental, meaningful data.

All data is computerized monthly and comprehensive reports on crime are developed, printed and distributed to the Governor, legislators, contributors and related criminal justice agencies.

Quarterly computer printouts of crime data, showing monthly data and year to date data on a comparison by month and year basis, are mailed out to each contributor automatically. Improved data sources and timely response has proven to be a valuable tool



in the hands of capable police administrators. The Maine Criminal Justice Planning and Assistance Agency, and the Data Analysis Center has assisted tremendously in the design and implementation of this new concept.

In 1979, a publication entitled *Crime in Maine* was printed and released. This annual publication was for the period January-December 1978.

Due to budgetary constraints a second publication, normally produced and distributed for data covering the period from January-June 1979, was discontinued. A brief, condensed bulletin was generated and forwarded to all contributors and related criminal justice agencies.

Beginning with data collected on May 1, 1979, the UCR program was changed to include arson data as an Index Offense. This important change was mandated to the F.B.I. by the U.S. Congress and was subsequently merged into the individual state UCR systems. Prior arson data, covering the period between January 1, 1979 and April 30, 1979, was requested from all contributors and was absorbed into the reporting system. With assistance through LEAA in the form of a Federal grant, new forms were designed and printed; computer programming was amended to include arson data and all contributors were trained and informed in correct reporting procedure. Additional refinements will undoubtedly be required throughout the current year and the staff will continue to expand and improve on data collection and dissemination.

A number of state UCR programs, due to the reported excellence of the Maine system, have visited and/or contacted this unit for assistance in all areas of administering and running a successful state UCR program.

Activities of the UCR unit, in addition to the otherwise routine function of crime data collection and reporting, includes the constant training of contributor personnel (over 1,500 trained to date) in records systems and Uniform Crime Reporting rules and procedures. Constant consultation and visitations with UCR contributors, as well as providing technical assistance upon request, reflects a significant portion of the unit's activity.

**State Police Personnel  
(i.e., applicants/recruits) and Training**

A state police school was held at the Maine Criminal Justice Academy, from January 8, 1979 to April 27, 1979. Thirty-two recruits, comprising the 35th Training Troop, graduated after 800 hours of instruction. Assigned as staff were Sgt. James L. Camick, Commander; Sgt. John K. Shaw, Cpl. David W. Sinclair, and Tr. Ronald A. Moody.

The first Field Training Officer Program was held at the Academy between April 11, 1979 and April 16, 1979. Twenty-eight troopers and corporals attended the program. Field Training was established to develop consistent training and evaluation for recruits after graduation from the Academy.

A coordinated effort between state police and the Augusta Kiwanis conducted the Second Maine State Police Orientation for High School Students. This 3-day program, conducted by the State Police School staff, was held at the Academy with 16 high school students in attendance. The program was deemed a success.

The Training Officer was assigned to coordinate, with the Departmental Personnel Officer and the State Department of Personnel, the Task Analysis for the Validation Study in the area of promotion and selection.

The Maine State Police sponsored a 3-day Law Enforcement Orientation Program for Women. Thirty-eight women, enrolled in the Law Enforcement or Criminal Justice Curriculum through the University of Maine System or the Southern Maine Vocational Technical Institute, took part in the program.



Ten officers attended the New England State Police Non-Commissioned Officers Training Program during the year. This training program is designed more for development of supervisory or leadership skills rather than theoretical concepts and is conducted periodically in each participating New England State.

A cross-training program was initiated to provide temporary manpower assistance to the Division of Special Investigations as well as to provide uniformed

officers an increased awareness of the functions performed by the criminal investigation divisions. The program calls for the rotation of uniformed state police officers into DSI to serve in a covert capacity or into a CID in an investigative capacity for a four-month period. The officer receives increased education, training and experience in drug or criminal investigations. He/she resumes regular patrol duties upon completion of the training period.

**In-Service Training**

Name of School	Officers Attending	Length
Firearms Instructor School	6	5 days
Use of Criminal History Record Information	22	1 day
Basic Photography	19	3 days
Basic Arson Investigation	6	5 days
Police Prosecutor Seminar	4	1 day
Advanced Fingerprinting	2	5 days
Robbery Suppression	5	2 days
Basic Supervision	12	5 days
Basic Fingerprinting	2	5 days
Burglary Investigation	7	5 days
Criminal Investigation	5	5 days
Methods of Instruction	7	5 days
Advanced Crime Scene Processing	16	5 days
Advanced Traffic Accident Investigation	26	5 days
Traffic Accident Reconstruction	26	10 days
Law Enforcement and the Fuel Shortage Workshop	2	1 day
Drug Investigation	8	10 days
Police Discretion	6	2 days
Drug Conspiracy Seminar	8	1 day

**In-Service Training**

**Out-of-State**

Name of School	Location	Officers Attending	Length
Chromatographic Identification and Control Methods	East Brunswick, N.J.	1	5 days
NE University's Evaluators Course	Bedford, N.H.	1	6 days
Gas Chromatography	Norwalk, Ct.	1	3 days
NESPAC Meeting	Laconia, N.H.	2	2 days
Computer Projects, Inc.	Chicago, Ill.	1	7 days
PA State Police Entrance Requirements	Hersey, Pa.	1	5 days
FBI Bombing Technician Training Session	Falmouth, Ma.	1	1 day
Backster School of Lie Detection	San Diego, Cal.	1	7 weeks
NESPAC Supervisors School	Framingham, Mass.	2	5 days
Executive Meeting-IAATI	Westbury, N.Y.	1	1 day
Instruct Pursuit Driving Course MA State Police Academy	Framingham, Mass.	1	1 day

## In-Service Training

### Out-of-State

Name of School	Location	Officers Attending	Length
Body Armor, Weapons & Ammunition Workshop	Philadelphia, Pa.	1	5 days
NCIC Northeast Regional Conference	Atlantic City, N.J.	1	3 days
Ninth Annual Workshop on Practical Polygraph Procedure	University Center, Mich.	1	5 days
Identi-Kit School	Framingham, Mass.	2	2 days
AAMVA Engineering and Vehicle Inspection Workshop	Southfield, Mich.	1	3 days
Annual Training Session of National Police Bloodhound Association	Louisville, Ky.	1	4 days
NFIRS USER'S Conference	Bloomington, Minn.	1	4 days
National DIU Project Directors Conference	Seattle, Wash.	1	4 days
Hostage Negotiating School	Nashville, Tenn.	1	5 days
National Association of Firearm and Toolmark Examiners Conference	Milwaukee, Wis.	2	5 days
Accident Reconstruction Seminar	Minnesota SP Academy Arden Hills, Minn.	1	3 days
IAATI 7th Annual Auto Theft Seminar	Nassau Community College Garden City, N.Y.	5	3 days
North Atlantic Regional Conference for the Div. of State & Provincial Police	Baltimore, Md.	1	4 days
Arson Seminar	Manchester, N.H.	1	5 days
International Bridge, Tunnel & Turnpike Assoc. Subcommittee on Safety & Security Meeting	Virginia Beach, Va.	1	3 days
NLETS Conference	Gulf Shores, Ala.	1	2 days
13th Annual State Police Planning Officer's Conference	Sacramento, Cal.	1	4 days
FBI Bombing Investigators Seminar	Chicopee, Mass.	1	1 day
Eastern States Exposition	West Springfield, Mass.	2	12 days
Annual Fall Meeting of the National Police Bloodhound Association	New Stanton, Pa.	1	4 days
45th Eastern Armed Robbery Conference	Hauppauge, N.Y.	2	1 day
NLETS Meeting	Waterville Valley, N.H.	1	1 day
Third Annual National Homicide Symposium	San Diego, Cal.	1	5 days
NCR Hazardous Materials Workshop	Las Vegas, Nev.	1	12 days
NCIC Meeting	Alexandria, Va.	1	4 days
Crime Lab Directors Seminar	Quantico, Va.	1	5 days
Shell Oil Company Emergency Response Rollover Exercise	Sewaren, N.J.	1	2 days
NE DIU Conference	Hartford, Conn.	1	2 days
NESPAC Supervisory School	Meriden, Conn.	3	6 days
FBI Academy	Quantico, Va.	2	3 days
C.A.C.A. Meeting	Montreal, Quebec, Canada	1	1 day
AAMVA Meeting	Warwick, R.I.	1	2 days
National Conference on Sexual Victimization of Children	Washington, D.C.	1	3 days
NESPAC NCO Supervisory Training Program	Foster, R.I.	3	6 days

## Traffic Programs

The Office of Traffic Programs was established in June 1979. It is responsible for five general areas, which are: traffic planning, accident reconstruction, accident records, data processing, and statistics. The following is a brief description of each area:

### Traffic Planning

Traffic Planning is unique in title only. The Maine State Police have been involved in traffic planning under various titles for many years. This area is very closely aligned to statistics as the statistics provide the basis for most of the plans that are developed. The actual planning process consists of identifying a need either present or future and developing a program to address that need. This program may be one that is unique to our own agency or may require a coordinated effort because of multi-agency involvement.

The next step in planning is the program implementation. At this level programs monitoring is also conducted to insure that the plan is meeting its intended objectives. Adjustments may be made at this level to insure the maximum benefits are being realized.

The following are examples of traffic planning:

- Traffic accident reconstruction program
- Pre-arrest breath alcohol screening devices
- In-service training—traffic-related
- Entry level training program

### Accident Reconstruction

In April, twenty-five Maine State Police officers graduated from the First Accident Reconstruction School held at the Maine Criminal Justice Academy. The special school was the first of its kind held in New England, and possibly within the eastern United States. The state police officers are still assigned as regular patrol officers throughout Maine with additional responsibilities for accident reconstruction. There is also one senior accident reconstructionist who coordinates the entire program. The accident reconstructionists are assigned as follows:

### Troop

### Number of Accident Reconstructionists

A	0
B	4
C	4
D	2
E	3
F	4
G	5
H	3
I	1

There were 222 accidents that were reconstructed during the nine-month period. Of these, 125 were done for the state police and the remaining 97 were done of other agencies. There have been 63 reconstruction cases that have had prosecution and have been cleared through the courts. Seventy-six percent or 48 cases resulted in guilty pleas or findings, 4 cases were found not guilty, and 11 cases were dismissed for varying reasons. Three of the four not guilty findings were because operation could not be proven, and four of the 11 dismissals plead to companion cases. The remainder are pending court disposition.

### Accident Records

Since this did not become the responsibility of Traffic Programs until mid-December, the information concerning this area is noted under the Traffic and Safety Division.

### Data Entry

During the calendar year 1979, for the first time, the Data Processing Section of the Office of Traffic Programs exceeded one million cards processed, without increasing the size of the office staff. The number of reports processed climbed from 239,500 in 1978 to 264,591 this past year, an increase of 10.4%. One of the more labor saving jobs being done is the adhesive label used by the Traffic and Safety Division for their large volume mailing. The reports generated by the Data Section remain as follows:

- Accident System
- Arrest System
- Activity System
- UCR INDEX
- UCR Crime
- Cost Vehicle
- Inv. Services
- Fire (NFIRS)
- Inspection Stickers
- Miscellaneous
- Address Labels

### Statistics

Statistics are a necessary part of the highway safety effort. They are used to identify problems, to assist in allocating manpower and other appropriate resources as well as providing a tool for measuring results.

One of the most important roles that statistics play is in the field of selective traffic enforcement, which examines the primary causes of accidents and compares them to the type of enforcement activity that occurs at the same time and location.

### Traffic and Safety Division

The Traffic and Safety Division is responsible for the administration of the Accident Records, Air Enforcement, Motor Vehicle Inspection, Motor Vehicle Legislation, and Truck Size and Weight Enforcement.

#### Accident Records

The Accident Records Section processed more than 31,000 accidents during 1979. Each accident is

#### Air Enforcement

1979 was a very successful year for Maine State Police Air Enforcement. Project effectiveness was greatly magnified with the addition of many more speed zone markers throughout the State and the transfer of a pilot and airplane to the Bangor area for full-time implementation.

As a result of a psychological effectiveness study measuring the effect of an enforcement aircraft on the potential speed violator, conducted in the spring, a new patrol technique was added to the program. The study strongly indicated that a low flying high visibility aircraft tends to slow motorists down for a longer period of time than any other enforcement vehicle; therefore, low level flight waivers were obtained from the Federal Aviation Administration making the high visibility technique legally acceptable.

In August, three representatives from the National Highway Traffic Safety Administration (NHTSA) in Washington D.C. came to Maine to closely scrutinize the air enforcement efforts. As a result of their visit, Maine's Air Enforcement Program was termed one of the most effective and efficient aerial enforcement operations in the United States. NHTSA published countrywide the operational techniques of the State Police Air Wing and its success.

A great deal of educational material that the Maine State Police provides the public is based on statistical information. Some of the data used to develop the statistics comes from the following:

- Demographic data
- Traffic flow data
- Geographic data
- Accident and arrest data
- Criminal history data, etc.

reviewed and coded for data processing and micro-filmed for distribution to the general public, insurance companies, private investigators, other law enforcement agencies and the state police.

This function was transferred to the Office of Traffic Programs in mid-December. The office is in the process of upgrading the Accident Records system with the goal of instituting a comprehensive selective enforcement program.

Throughout the year, 2,203 aerial speeding citations were issued, 2,168 of which were in a 55 mph zone and 35 in a 50 mph area. The 55 mph highway yielded an overall average cited speed at 69.90 mph, a reduction of 1.22 mph from last year. The overall citation rate per clocking hour was 12.71. Of all vehicles cited, 44% were resident registered and 56% were non-residents.

Considering the average fine for those cited is \$60.00 each, a projected income of \$130,080 may be anticipated for 2,168 55 mph citations. However, not all violators pay their assessed fines.

The total cost of Air Wing operation for the year was \$14,314.67, including engine replacement for the Super Cub. A more realistic return on fines is approximately 80 percent or \$104,064.00; therefore, the air enforcement operation produced 7.26 times the amount of money it cost for direct operation of aircraft, not considering the non-tangible value of its accomplishment in the criminal field.

Federal highway officials have credited Maine as the only New England State that has shown an average speed reduction, and reduced fatality rate over the previous year. Aerial enforcement has played a major, highly cost effective role in Maine's 55 mph enforcement program.

### Motor Vehicle Inspection

During 1979, the Motor Vehicle Inspection Section experienced a complete revision of the inspection laws, rules and regulations. The inspection law, which falls under Title 29 of M.R.S.A., was repealed and replaced by the 109th Maine Legislature and became effective July 1, 1979. The change was designed to clarify and make more concise the objectives of Motor Vehicle Inspection and safety. The motor vehicle inspection manual was also completely revised and distributed prior to July 1, 1979, its effective date.

An inspection committee was formed with 9 members who are either station licensees or inspection mechanics. The objective of the committee is to open a direct line between administration and the actual "field" implementation of vehicle inspection. The committee has served as a valuable aid in planning and evaluating those areas of motor vehicle inspection that may or may not be functioning to the best interests of all concerned.

The inspection sticker and the recording of inspections have been changed to add convenience to the station operators and to provide more accountability in regard to efficient and accurate record keeping. The implementation of the change is scheduled during 1980.

The Motor Vehicle Inspection Section has the responsibility of licensing more than 1,650 inspection stations, including fleet and motorcycle stations. In addition, more than 4,200 licensed inspection mechanics records are on file along with license renewals.

This section sold for the year 1979 the following number of inspection stickers.

School Bus	6,561
Motorcycle	30,660
Motor Vehicle	1,342,900
Total	1,380,121

Total dollar amount of all sticker sales: \$345,030.25

### Motor Vehicle Legislation

The responsibility for motor vehicle legislation was assigned to the Division during the first regular session of the 109th Legislature in January of 1979.

The Division has been involved in drafting, rewriting and researching more than 100 legislative proposals. The primary objective is to insure that when the proposal becomes law that it can be executed by field personnel.

### Truck Size and Weights

The Truck Size and Weights Section has the sole responsibility of enforcing the State's size and weight laws as they apply to commercially registered vehicles. During 1979, this section weighed 10,940 and checked 74,821 trucks for compliance.

Two sets of semi-portable weighing scales were purchased that are expected to increase the section's weighing activity approximately 1,000%.





*Statistical  
Digest*

*1979*

Prepared by the Office  
of  
Traffic Programs  
Maine State Police

## INTRODUCTION

The Office of Traffic Programs prepares this statistical section to assist the reader in understanding the Maine State Police function.

This format allows us to reflect changes experienced as percentages. Remarks, where applicable, further serve to clarify numerical data.

STATE OF MAINE  
1979 FATAL MOTOR VEHICLE CRASHES  
STATEWIDE

Month	Pedestrian		Pedalcyclist		Single Motorcycle		Single Motor Veh.		Multiple M/V & Other		Total		Monthly Total
	rural	urban	rural	urban	rural	urban	rural	urban	rural	urban	rural	urban	
Jan.	3	4					1		6	1	10	5	15
Feb.	1						1		2	1	4	1	5
March	1						5		4	1	10	1	11
April	1	1			2		2	2	8	3	13	6	19
May			1		1	1	10	3	1	2	13	6	19
June					5		3		2		10		10
July	1		1	1	2		8		6	4	18	5	23
August	3		2		1		12	1	7	1	25	2	27
Sept.	1		1				14	3		2	16	5	21
Oct.	3						6	1	5	1	14	2	16
Nov.	3						7	2	3		13	2	15
Dec.	1	2					12	2	3	2	16	6	22
Total	18	7	5	1	11	1	81	14	47	18	162	41	203



## STATE OF MAINE

## 1979 FATAL MOTOR VEHICLE CRASHES

## STATEWIDE

## C L A S S I F I C A T I O N S

Month	Pedestrian		Pedalcyclist		Motorcyclist		M/V Occup. and Other		Total		Monthly Totals
	rural	urban	rural	urban	rural	urban	rural	urban	rural	urban	
Jan.	3	4					8	1	11	5	16
Feb.	1				1		3		5		5
March	1						10	1	11	1	12
April	2				6		11	3	19	3	22
May			1		2	1	14	4	17	5	22
June					7		7		14		14
July	1		1	1	2	1	17	2	21	4	25
August	4		2		3	1	24	3	33	4	37
Sept.	2		1		2	1	17	2	22	3	25
Oct.	3					1	12	2	15	3	18
Nov.	3						12	3	15	3	18
Dec.	2	1					22	2	24	3	27
Total	22	5	5	1	23	5	157	23	207	34	241

OPERATIONS SUMMARY COMPARISON

(1978-1979)

MAJOR HAZARDOUS ARREST BREAKDOWN

Violation	Total Arrests 1978	Total Arrests 1979	% Change	Convic. Rate 1977	Convic Rate 1978	% Change
Speeding Radar	34147	37149	8.8	93.6	91.7	- 2.0
Speeding Clock	3552	2581	-27.3	90.9	90.1	- .8
Speeding Aircraft	1779	1917	7.8		92.3	
O.U.I.	2169	2286	5.4	76.8	75.8	- 1.3
Unsafe Vehicle	352	266	-24.4	88.6	88.3	- .3

MAINE STATE POLICE - 1978-1979  
FUNCTIONAL ACTIVITY COMPARISON

ACTIVITY	1978	1979	% CHANGE	REMARKS
<u>ARRESTS</u>				
Hazardous Motor Vehicle	46,027	48,848	6.1	
Non-Hazardous Motor Veh.	11,769	12,565	6.7	
Trucking Violations	3,333	2,907	-12.8	
MPUC Viola- tions	1,574	1,305	-17.1	
Criminal Offenses	4,072	4,212	3.4	
Total Arrest Reports*	66,775	69,837	4.6	*Includes all cases turned in closed by either court adjud- ication or exception clearance

MAINE STATE POLICE 1978-1979  
FUNCTIONAL ACTIVITY COMPARISON

(EXCLUDING ARREST TOTALS)

ACTIVITY	1978	1979	% CHANGE
Written Warnings	73015	86139	17.97
Defective Equipment Violations	64677	72578	12.22
Patrol Checks	25156	25762	2.41
Written Permits	18131	16842	- 7.11
Accidents Investigated	7865	7285	- 7.37
Trucks Weighed	12986	11326	-12.78
Stolen Property Recovered	\$1,554,310	1,518,433	- 2.31
Total Vehicle Mileage	9,694,897	9,908,360	2.20



SUMMATION AND COMPARATIVE ANALYSIS  
OF STATE-WIDE ACTIVITY (1978-1979)

PATROL

ACTIVITY	1978	1979	CHANGE IN %	REMARKS
Patrol Hours (Routine)	225,343	215,058.5	- 4.6	This due in part to more selective traffic enforcement coupled with moves to economize in patrol.
Traffic Investigation	4831.5	5,703.5	18	Partially due to new Accident Reconstruction Team
Accident Investigation Hours Numbers	16,434 7,865	16,554 7,285	.7 -7.4	Accident reduction is being achieved through selective enforcement and voluntary compliance
Special ** Enforcement (includes 1976 statistics on truck weights)				Figures are combined truck weights, radar and aircraft details and safety check inspections
Total	43,218	51,166.5	18.4	
Total Patrol Hours	289,826.5	288,482.5	- .5	
Hours Worked between 0601-1800 1801-0600	511,852.5 207,612	539,019.5 204,716.5	5.3 -1.4	
Total Hours Worked Patrol & Non-Patrol	719,464.5	74,373.6	3.4	

MAINE STATE POLICE  
TRAFFIC ACCIDENT STATISTICS  
(1978-1979 COMPARISON)

ACTIVITY	1978	1979	% CHANGE
Total Motor Vehicle Acc.	32,716	29,578	- 9.6
Total Fatal Accidents	210	203	- 3.3
Total Persons Killed	243	241	- .8
Total Personal Injury	9,774	9319	- 4.7
Total Persons Injured	14,267	13,509	- 5.3
Total Property Damage Acc.	22,733	20,055	- 11.8
Total Rural Accidents	12,477	11,446	- 8.3
Total Urban Accidents	20,239	18,132	- 10.4

SUMMATION AND COMPARATIVE ANALYSIS OF  
STATEWIDE ACTIVITY (1978-1979)

NON-PATROL

ACTIVITY	1978	1979	CHANGE IN %	REMARKS
Administrative Hours	76,463	87,347.5	14.2	
Communica- tions Dis- patch Hours	38,672.5	11519	-70.2	Decrease due to Cadet Troopers assigned to Traffic duties upon grad- from Academy
Court Appear- ance Hours	30,042	29755	- .9	
Report Writ- ing Hours	39,671.5	42,056.5	6.0	
Investigation Crime Scene Processing Number Hours	82,132 663 2041.5	83,791 704 1,703.5	2.0 6.2 -16.6	
Laboratory Examination Number Hours	765 3315	659 3184	-13.9 - 3.9	
Photography Assign. Number Hours	787 2079.5	690 1393	-12.3 -33.0	

-2-

ACTIVITY	1978	1979	CHANGE IN %	REMARKS
Polygraph Exam. Number Hours	831 3343	672 3217.5	- 19.1 - 3.8	
Interviews/ Interrogation Number Hours	7160 10,238	6972 9958.5	- 2.6 - 2.7	
Vehicle Repair Hours	14,901.5	14,543.5	-2.4	
Aid to other Agencies Number Hours	4517 10404	4593 11,549.5	1.7 11.0	Increase indicates a growing dependence on State Police by other law enforce- ment agencies for specialized services such as laboratory assistance/accident scene reconstruction, etc.
Escort & Related Assignments Number Hours	2413 4212	2885 5772	19.6 37.0	
Inspection Station Investi- gations Number Hours	5782 6592.5	4523 7122	-21.8 8.0	

ACTIVITY	1978	1979	CHANGE IN %	REMARKS
School Bus Inspection Number Hours	4574 1799	4849 2385	6.0 32.6	This increase in time spent and number performed is due to a need for more comprehensive enforcement in an attempt to make the school buses in actual use safer or remove them from service.
Speaking Engagements Number Hours	1176 4285.5	1097 4608	- 6.7 7.5	This increase in time indicates a trend in the improving image of the State Police. We want to involve the public as much as possible letting them know our ideas and services available.
Training Assignments Number Hours	4348 37,641	3974 65,193	8.6 73.2	During 1979 an effort in specialized in-service training accounted for the increase.
Premise In- spection Number Hours	5309 1703.5	5184 2749.5	- 2.4 61.4	
Security Details Number	1068 10,806.5	1204 10932	12.7 1.2	

ACTIVITY	1978	1979	CHANGE IN %	REMARKS
Special Activities Number Hours	6048 22,670	7165 28253.5	18.5 24.6	
Incident Reports Number	29,366 26424.5	34588 28220	17.8 6.8	Incidents include, but are not limited to: - Runaway, Searches - Domestic Complaints - Road Blocks - Aid other Agencies
Total Non-patrol Hours	429,638	455253.5	5.9	



*Prepared by*  
**PUBLIC INFORMATION OFFICE**

*Printed in-house by*  
**DEPARTMENT'S ADMINISTRATIVE SERVICES DIVISION**

**END**