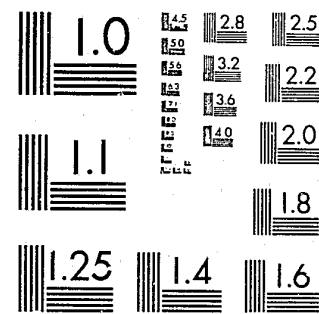


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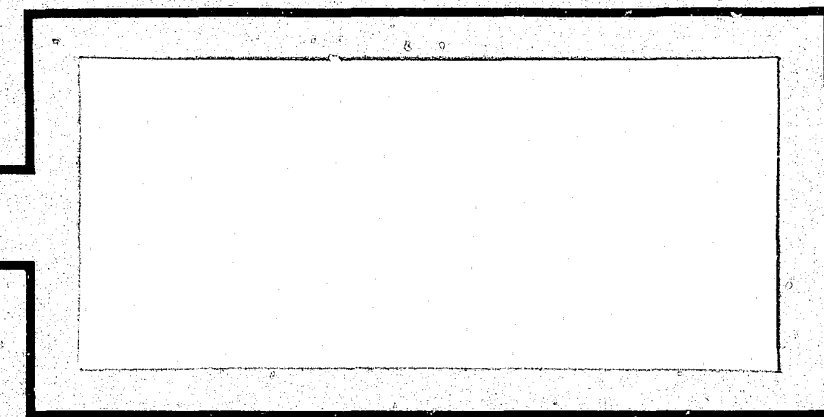
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Maryland State Police



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ANNUAL REPORT **for** **1979**

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

PREPARED BY:
PLANNING AND RESEARCH DIVISION

GRAPHICS BY:
THE MARYLAND CRIMINAL JUSTICE
RESOURCE CENTER

Maryland State Police



HARRY HUGHES
GOVERNOR

GORDON C. KAMKA
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

June 2, 1980

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

Dear Governor Hughes:

I am pleased to submit the Annual Report of the Maryland State Police for the calendar year 1979.

Many steps were taken during 1979 to redesign the Agency's ability to manage its law enforcement role. Agreements are being initiated with the major local police departments defining jurisdiction and establishing cooperative enforcement efforts. This action will eliminate duplication of effort and will ensure that the best possible police services will be available to our citizens for the fewest tax dollars.

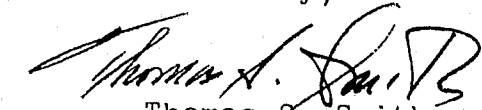
Some of the other highlights include a significant Agency reorganization, the initiation of the first steps toward the creation of a Career Development Program, and increased efforts to ensure an equal opportunity for the employment and advancement of minority personnel.

The Maryland State Police Traffic Enforcement Program continues to be nationally recognized for both 55 MPH enforcement and the targeting of high accident locations. Traffic fatalities decreased in Maryland five out of the last six years since the 55 MPH speed limit was enacted in 1974. We firmly believe that lower speeds coupled with strict enforcement has accounted for the overwhelming majority of this reduction in deaths. Innovative programs and a long term commitment to traffic safety are having significant positive results.

Crime prevention has assumed a new significance due to decreasing manpower capabilities. Public cooperation and participation in these programs is essential if the rising rural crime rate is to be reversed.

I pledge the continued dedication of this Agency to provide quality law enforcement to the citizens of Maryland.

Sincerely,


Thomas S. Smith
Superintendent

TSS:WEC:dkk



IN MEMORIAM

Trooper First Class William P. Mills, Jr.

On June 8, 1979, TFC Mills died of gunshot wounds received while responding to a domestic complaint in Dorchester County, Maryland.

To the efforts of a brave and dedicated man;
 To one who served not only his community,
 but all the citizens of the State of Maryland;
 To a man who paid the greatest price of all
 in the name of public service;
 To a gentle husband;
 To a caring father of two small children;
 To a proud representative of the
 Maryland State Police for nine years....

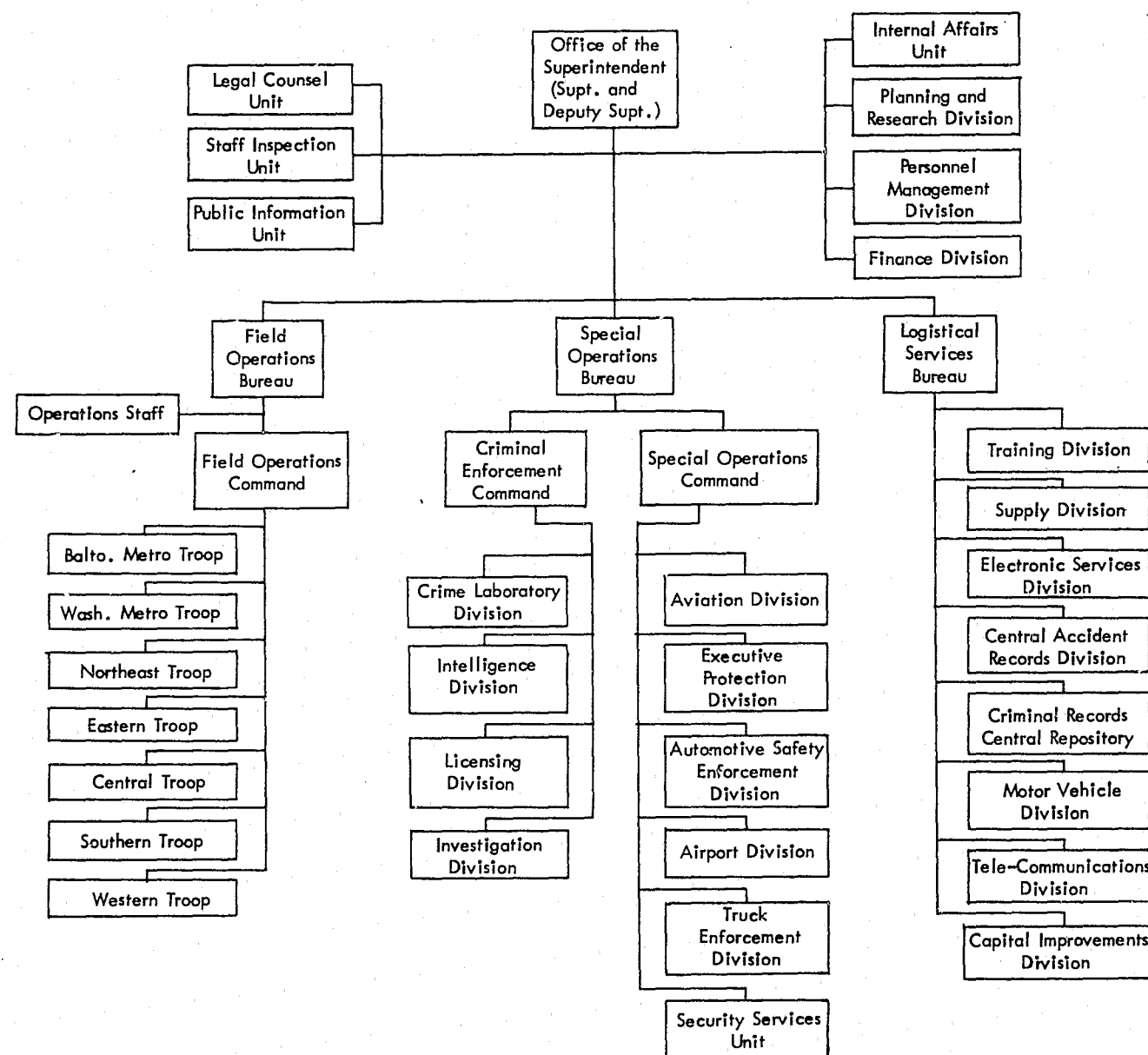
His loyalty, dedication to duty and professionalism will be remembered by all those citizens of Maryland whose lives he touched.

TABLE OF CONTENTS

Page

Maryland State Police Organizational Chart.....	1
Transition into the Eighties.....	2
Manpower Utilization.....	3
Awards.....	5
Superintendent's Staff.....	6
Legal Counsel Unit.....	6
Public Information Unit.....	6
Planning and Research Division.....	7
Staff Inspection Unit.....	9
Internal Affairs Unit.....	9
Finance Division.....	9
Personnel Management Division.....	11
Maryland Port Administration.....	12
Field Operations Bureau.....	13
Traffic Enforcement Activities.....	14
Field Operations Staff Units.....	15
Significant Events of 1979.....	19
Distribution of Police Services by County.....	21
Baltimore Metro Troop.....	22
Washington Metro Troop.....	24
Northeast Troop.....	26
Eastern Troop.....	28
Central Troop.....	30
Southern Troop.....	32
Western Troop.....	34
Special Operations Bureau.....	35
Investigation Division.....	36
Intelligence Division.....	37
Crime Laboratory Division.....	39
Truck Enforcement Division.....	40
Aviation Division.....	41
Automotive Safety Enforcement Division.....	42
Airport Division.....	42
Executive Protection Division.....	43
Security Services Unit.....	43
Licensing Division.....	44
Logistical Services Bureau.....	45
Training Division.....	45
Supply Division.....	47
Electronic Services Division.....	47
Central Accident Records Division.....	48
Motor Vehicle Division.....	48
Criminal Records Central Repository.....	49
Tele-Communications Division.....	50
Capital Improvements Division.....	50
Highlights of 1979.....	51

MARYLAND STATE POLICE ORGANIZATIONAL CHART



TRANSITION INTO THE EIGHTIES

The Maryland State Police, created in 1935 with a force of less than sixty men, now employs over 1,500 sworn personnel and 500 civilians. This increase in personnel and resources has been a direct response to the growing demand for law enforcement and traffic safety services. In recent years though, it has become apparent that this measured growth is no longer possible. Increasing costs and tight fiscal policies have severely limited budget growth.

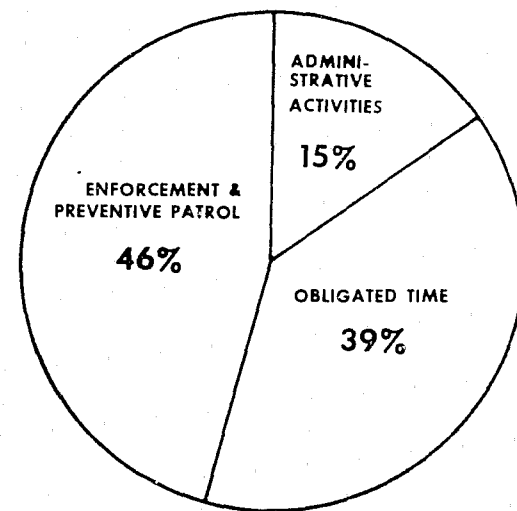
A critical issue that faced the Agency in the seventies was the need to reexamine the administrative structure, manpower, and goals of the State Police. At the request of both the Department of Public Safety and Correctional Services and the Maryland State Police, the firm of Cresap, McCormick, and Paget, Inc. conducted a year long analysis of the Agency. The Consultants were requested to assess how well the Agency was using its human, material, and financial resources, and to recommend changes that would increase its efficiency and effectiveness.

The Consultants' final report, issued during 1978, presented pragmatic recommendations designed to effectively meet the challenges of the decade. Based on those recommendations, the Maryland State Police began a major reorganization January 1, 1979. The subsequent restructuring resulted in an allocation of manpower which reduced emphasis on administrative and regulatory functions and strengthened field operations and investigative capabilities. The organization of the field installations was altered to reflect changing demographic factors in the various counties of the State with emphasis on the role of the State Police in the various areas, particularly those which maintained their own police agencies.

The Consultants' report also identified the need to examine the Agency's personnel management system. Manpower development, evaluation, and better job descriptions for various positions were identified as issues needing further study. A career development system including a study of job functions, vacancy priorities and personnel selection criteria had to be implemented. During 1978, the Agency contracted for a second consultant study to address these specific issues of the personnel system. The first phase of the Career Development and Incentive Study was completed during 1979. The resultant report has identified a preliminary path toward career development and a revitalization and restructuring of the promotional system. In order to implement the recommendations of the report, a Career Development Officer position has been created within the Personnel Management Division. The position will be responsible for the completion of the job analysis of all jobs performed by sworn personnel and the creation of the resultant job descriptions and specifications which detail the requirements, skills, and training necessary to perform the job. Future development, based on these specifications, will detail the selection instruments to be utilized in the promotion and hiring of police personnel. This process is of the highest priority of the management issues facing the Maryland State Police today.

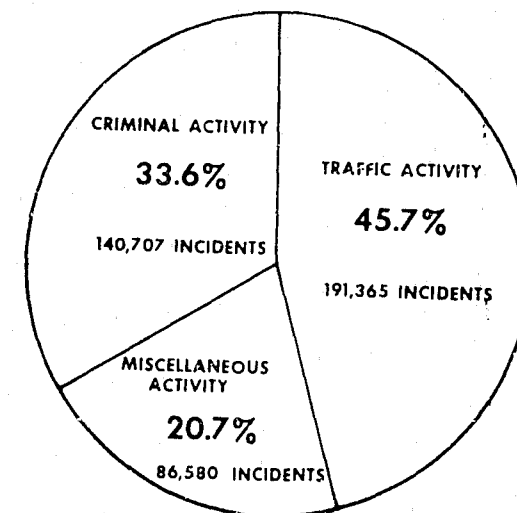
MANPOWER UTILIZATION

AVERAGE TROOPER'S DAY

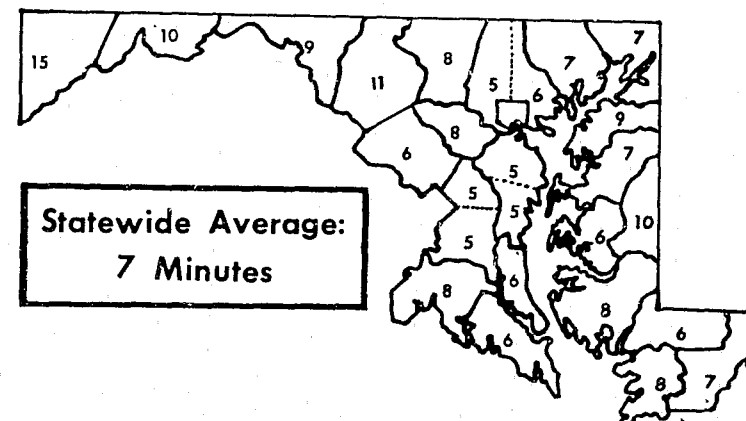


TROOPER'S OBLIGATED TIME

JUNE 1978 - MAY 1979

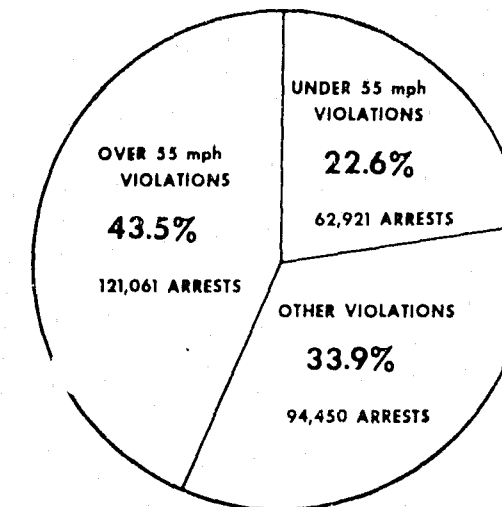


AVERAGE TROOPER RESPONSE TIME (IN MINUTES)



Patrolled	37,647,632 miles
Worked	3,168,433 hours while in the performance of duties
Distributed	150,000 crime prevention pamphlets
Received	62,589 hours of in-house instruction
Received	6,552 hours of out-of-state instruction
Recovered	\$2,191,000 worth of stolen property
Transported	1,802 critically injured persons by Med-Evac

MSP TRAFFIC ARRESTS: FY 1979



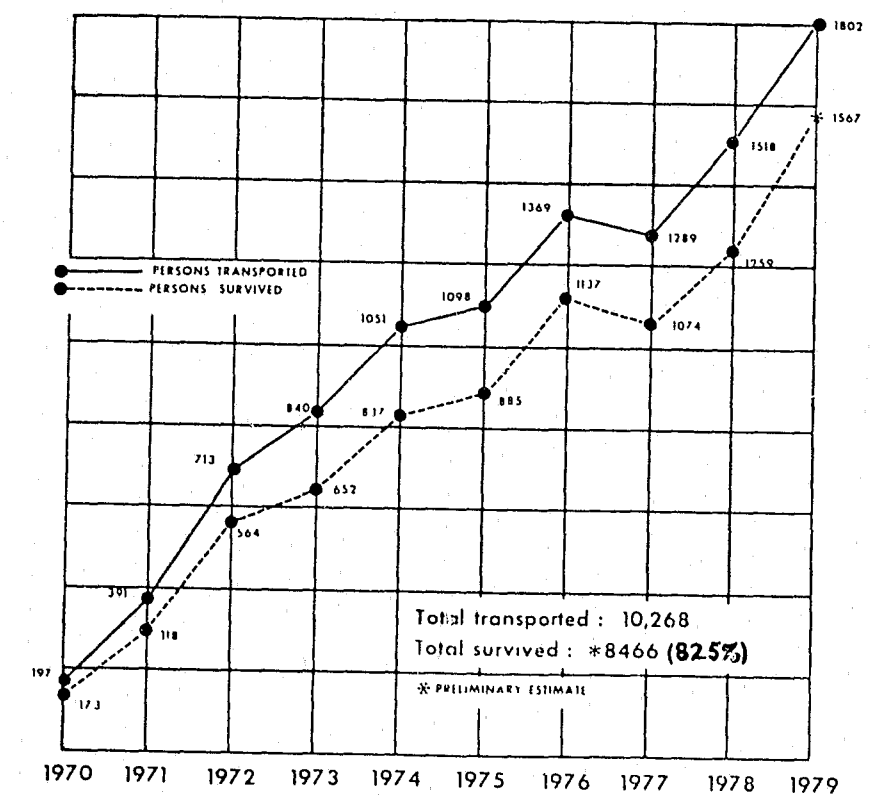
TOTAL ARRESTS: 278,432

SERIOUS CRIMES INVESTIGATED BY STATE POLICE

MURDER	38
RAPE	138
ROBBERY	260
AGGRAVATED ASSAULT	1,505
B AND E'S	4,755
LARCENIES	8,994
AUTO THEFT	1,298
	<u>16,988</u>

January 1 - November 30, 1979

HELICOPTER MED-EVACS



AWARDS

Governor's Citations for outstanding performance above and beyond the call of duty and in instances where a definite risk of life was involved, were awarded to:

Sgt. Ronald W. Smith
Sgt. Franklin N. Wilson
TFC Ronald C. Lewis
TFC Michael R. Mattingly

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

TFC Lake E. Scott
TFC Michael F. Snukis

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.

Captain Gary E. Moore
2nd Lt. Paul A. Gillan
2nd Lt. Byron L. Hubble
1st Sgt. Ira S. Combs
1st Sgt. Forest E. Meeks
Sgt. Robert A. Cappelli
Sgt. John McGowan
Sgt. Louis W. Saffran, Jr.
Sgt. Dennis E. Seymour
Cpl. Udo A. Horn
Cpl. John O. Loudon
Cpl. Charles R. Mazzone
Cpl. Vincent R. Mileo
Cpl. John A. Voltaggio
Cpl. Michael E. Wenrich
TFC Curtis M. Dennis
TFC Stephen F. Foster
TFC Henry W. Pilch
TFC Sidney E. Pinder

Trooper of the Year - Presented by Maryland State Police Alumni Association for continued outstanding and exemplary performance in the line of duty, awarded to:

TFC Harry J. Spicer, Jr.

Award for Public Service - Presented by the National Highway Traffic Safety Administration for an extraordinary contribution to the cause of highway and motor vehicle safety, awarded to:

Colonel Thomas S. Smith

SUPERINTENDENT'S STAFF

LEGAL COUNSEL UNIT

Mr. Emory A. Plitt

Legal representation for the Maryland State Police is provided by an Assistant Attorney General assigned to the State Police by the Maryland State Attorney General's Office. The Assistant Attorney General defends the Agency and its personnel in all Agency-related litigation, advises the Superintendent on matters of policy, reviews and coordinates Agency disciplinary actions, and reviews vendor contracts and other legal documents.

The major issue confronting the Legal Counsel Unit during 1979 has been the increase in demand for legal services. There have been a growing number of duty-related civil suits brought against members of the Maryland State Police. This problem will be compounded by the pending decision by the State to discontinue the payment of police professional liability insurance for members of the Agency to cover civil cases. It is estimated that the elimination of the insurance will add about eight hundred additional hours in the preparation and defense of lawsuits against members of the Agency. These cases had previously been litigated by the insurance carrier.

Increased legislative responsibilities, a growing number of disciplinary cases, grievances and allegations of discrimination, required the addition of a uniform full time assistant to the Unit during 1979. The staff assistant had responsibility for the review and coordination of Agency regulations to be publicized in the Code of Maryland Regulations, acted as Chairman of the Agency Hearing Board and Chairman of the Agency Trooper Probationer Review Board, and assumed the role of Agency legislative coordinator.

PUBLIC INFORMATION UNIT

Mr. William E. Clark

The Public Information Unit has primary responsibility for gathering, compiling, and disseminating information concerning Agency activities which are of public interest. As such, the office provides literally hundreds of interviews for newspaper, radio, and television release detailing Agency activities and policies. The Unit also plans and implements programs designed to keep the public informed of Maryland State Police activities. Members of the Unit assist in staff supervision of all police activities that may influence public support. The office also answers requests from other governmental agencies, private organizations, and individuals for information on new equipment, operations, and activities.

During 1979, in addition to specific news releases, a weekly radio program was prepared and provided to thirty-seven radio stations in Maryland and the District of Columbia. Funding for a television studio to tape public service programming was received from a federal grant.

The Public Information Unit embarked on a State-wide campaign during 1979 to encourage slower highway vehicle speeds and safe driving habits. The campaign included posters, radio spots, television slides, bumper stickers, public addresses, and numerous pamphlets highlighting safe and fuel efficient driving. Other programs assisted by the Unit included: BAT Patrol, Operation CARE, Operation Yellow Jacket, and Operation Bear Trap.

PLANNING AND RESEARCH DIVISION

Mr. John J. O'Neill

The Planning and Research Division serves as a clearing house for administrative inquiries and provides assistance in developing and disseminating Agency policies, procedures, and programs. The Division is also responsible for coordinating Agency legislative activities, overseeing forms control, managing federal grants, and researching and coordinating the publishing of revisions to the Agency Administrative and Patrol Manuals.

Special projects completed during 1979 included the Fiscal Year 1981-1985 Executive Plan, the Master Facilities Plan, the design and creation of the Internal Affairs Unit, the implementation of a new Agency accident investigation policy and the coordination of an agreement to delineate enforcement responsibilities between the State Police and the Montgomery County Police.

Research projects begun during 1979 include an operation and management analysis of the Licensing Division, an equipment needs study for the Personnel Management Division, a study of the organization and staffing options of the JFK Highway Post, and the ongoing efforts to consummate agreements of understanding regarding Agency enforcement responsibilities with metropolitan county police departments.

General projects affecting Agency policy that the Division acted upon during 1979 included:

Ad Hoc Training Committees	K-9 Unit Operations
Applicant Investigations	Mass Arrest Procedures
Burglar Alarm Policies	Property Disposition
Crime Prevention Activities	Radar Training
Discrimination Claims	Rules of Conduct
Disposition of Agency Equipment	Schedules for Promotion Exams
Emergency Suspensions	Sick Leave Policies
Juvenile Arrest Procedures	Uniform Apparel

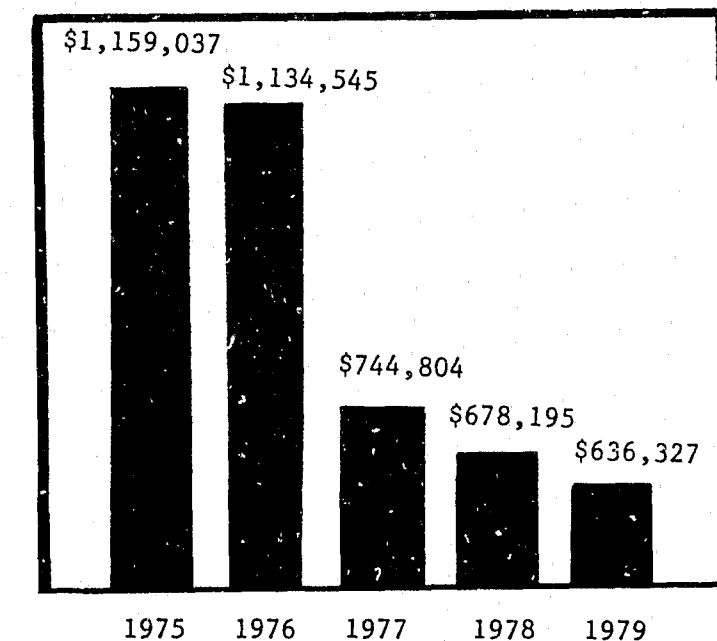
Planning and Research devoted a great portion of its efforts to the study, submission, and evaluation of federal projects through the Maryland Department of Transportation, and the Governor's Commission on Law Enforcement, and the Administration of Justice. Federal assistance grants in operation during 1979 provided the Agency with \$636,328 in funds.

PLANNING AND RESEARCH DIVISION (CONTINUED)

The following projects were in progress or initiated during 1979:

PROJECT	STARTING DATE
Career Development and Incentive Study.....	June 1976
Operation "Bear Trap".....	July 1976
Breathtesting Improvement.....	July 1977
Cooperative Traffic Enforcement.....	April 1978
MAARS Data Entry.....	May 1978
Alcohol Speed Enforcement.....	June 1978
Crime Prevention Project.....	July 1978
Emergency Driving Training.....	November 1978
Truck Inspection.....	December 1978
55 MPH Selective Enforcement.....	January 1979
Improved Public Information Capability.....	January 1979
Radar Use Improvement.....	January 1979
Crime Laboratory Enhancement Project.....	April 1979
Aerial Speed Enforcement.....	May 1979
Information Training.....	June 1979
Uniform Crime Reporting of Arson Statistics.....	December 1979

FEDERAL FUNDS RECEIVED DURING FY 1979*



*These figures do not include funds received from L.E.A.A. for Operation Bear Trap I during 1979 which amounted to \$350,000, and Operation Bear Trap II during 1978 which amounted to \$250,000.

STAFF INSPECTION UNIT

Captain John A. Fuchs

The Staff Inspection Unit, created on January 1, 1979, inspects all physical facilities and operating units of the Agency to ensure that the activities of these units are conducted in accordance with the policies and procedures of the Agency. Recommendations are made by the Inspection Unit to provide a direction for improvement.

During 1979, the Unit completed inspections of the following five field installations: JFK Post, Frederick, Valley, Randallstown, and Easton Barracks. Inspections of the Executive Protection and Licensing Divisions were also conducted during 1979. As a result of these inspections, a few operational concerns were identified and brought to the attention of the appropriate authority. These concerns dealt with levels of staffing and the need for standardized duties and responsibilities for certain jobs.

INTERNAL AFFAIRS UNIT

1st Lt. Carl V. Harbaugh

The Internal Affairs Unit became operational during June of 1979. Its function is to investigate allegations and complaints of misconduct against Agency employees. The Unit records, monitors, and maintains permanent records regarding these matters. Protecting the rights of both the Agency members, as well as the rights of the complainants, is vital to the effectiveness of this Unit. During the first six months of operation, 112 complaints were recorded and 37 investigations were conducted by the Unit.

In addition to complaints, the Internal Affairs Unit investigated several shooting cases. One trooper was killed, one civilian killed, three accidental discharge of firearms, two incidents of shooting at robbery suspects, and one shooting at an escaping prisoner. Several of these cases are extremely sensitive and will no doubt have some impact on the Agency when completed.

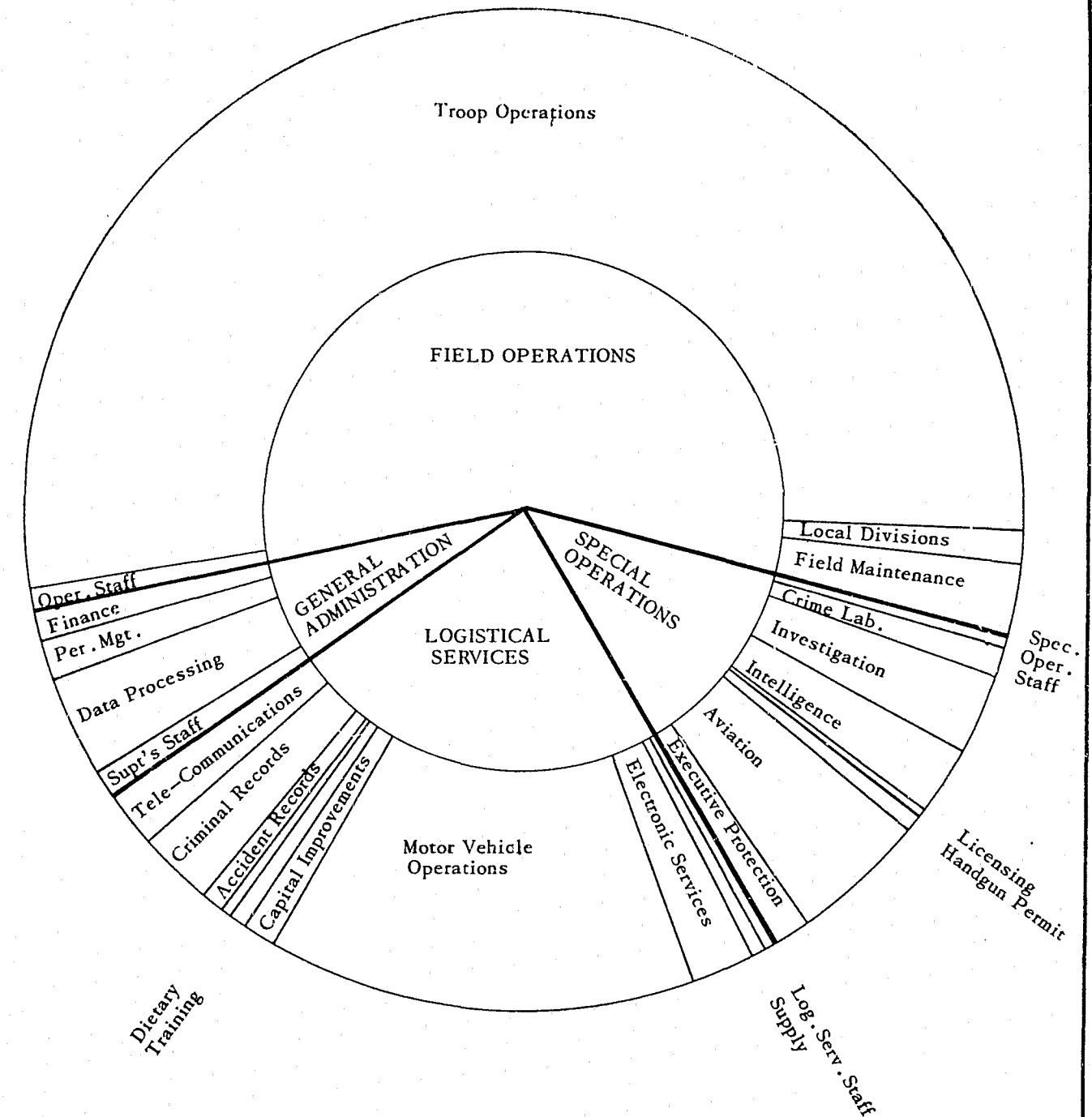
FINANCE DIVISION

Mr. Richard W. Bruckman

The Finance Division experienced a major structural change in its accounting code system in concert with the reorganization of the Maryland State Police, January 1, 1979. The Agency accounting code system was reprogrammed from sixteen programs to four programs with thirty-two cost centers for better fiscal management and control. Many problems had to be solved before this new system was implemented; therefore, it did not become operational until June 1, 1979. All transactions from July 1, 1978 through May 31, 1979 which were in the old format had to be revised to the new cost centers for fiscal year 1979. The appropriations for fiscal year 1980 had to be realigned so that the fiscal year 1981 budget request could be submitted in the new format.

Besides the agency budget, the Division maintains the payroll records, capital equipment records, accounts payable, and accounts receivable. It compiles motor vehicle operation cost records and conducts Agency internal and external audits.

GENERAL FUND EXPENDITURES FOR FISCAL YEAR 1979



Fifty-three percent of the Maryland State Police General Fund Expenditures for fiscal year 1979 used for Field Troop Operations.

PERSONNEL MANAGEMENT DIVISION

Captain James A. Jones

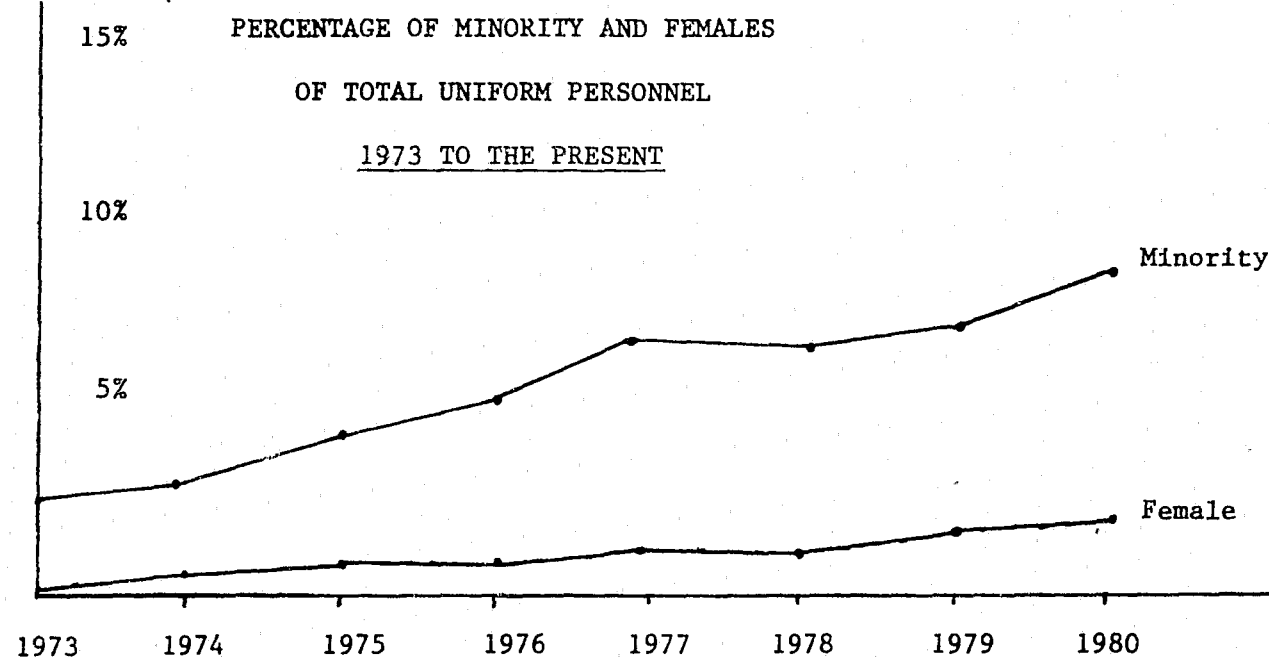
The Personnel Division was redesignated the Personnel Management Division on January 1, 1979, as a result of the Agency reorganization. An increased emphasis was placed on the importance of the personnel function in the overall management of the Agency. The Division responsibilities expanded when the Medical Division and the Chaplain Division became a part of the overall Personnel Management Division. The functions of the Division include the processing of all personnel transactions and recruiting, interviewing, and hiring uniform and civilian employees.

Equal employment regulations have had a significant effect on the Agency's recruiting program. The Agency has operated under a Consent Decree with the U.S. Department of Justice, since 1974, to ensure the hiring of minorities. During 1979, the Decree was renegotiated to establish new goals for minority employment. Based on the availability of qualified applicants, the Agency must strive to place a minimum of 33 percent black and 15 percent female candidates in each academy class. To assist with minority hiring, two female troopers were added to the Recruiting Unit. New advertising efforts have greatly increased the number of contacts with potential cadet and trooper applicants.

A Career Development Unit was established during 1979, to implement a program designed to improve operation in the areas of officer classification, assignment, promotion, development, and compensation.

Authorized Strength	Actual Strength	Resignations	44
		Retirements	33
1575 Officers	1506 Officers	Promotions	165
633 Civilians	588 Civilians	Graduating Recruits	50
		Recruiting Contacts	10,000
		Applications Distributed	2,400

The growth of the Agency and the increasingly stringent regulations and reporting requirements of external State and federal agencies have created a severe information processing problem. Efforts to cope with the problem through increased staff have been partially successful, but in order to maintain the required statistical data, the Division has purchased word processing equipment.



MARYLAND PORT ADMINISTRATION

Captain Frank Mazzone

Since October 1979, the Maryland State Police has been charged with the responsibility of managing the Maryland Port Administration Police Department. Because the Port is so vital to the economy of the State of Maryland, it is important that it maintain a high level of cargo security. There are over four thousand people employed at the Terminals, over six thousand vehicles have entry permits, and truck traffic constantly enters and leaves the Port. Visitor traffic also accounts for a large number of vehicles in the area every day.

In an effort to keep criminal offenses at a minimum, foot patrols are used to patrol cargo storage areas. New patrol patterns and other innovative programs have been used to reduce crime. These methods appear to have had a positive effect, as the statistics for 1979 reflect a downward trend in criminal activities.

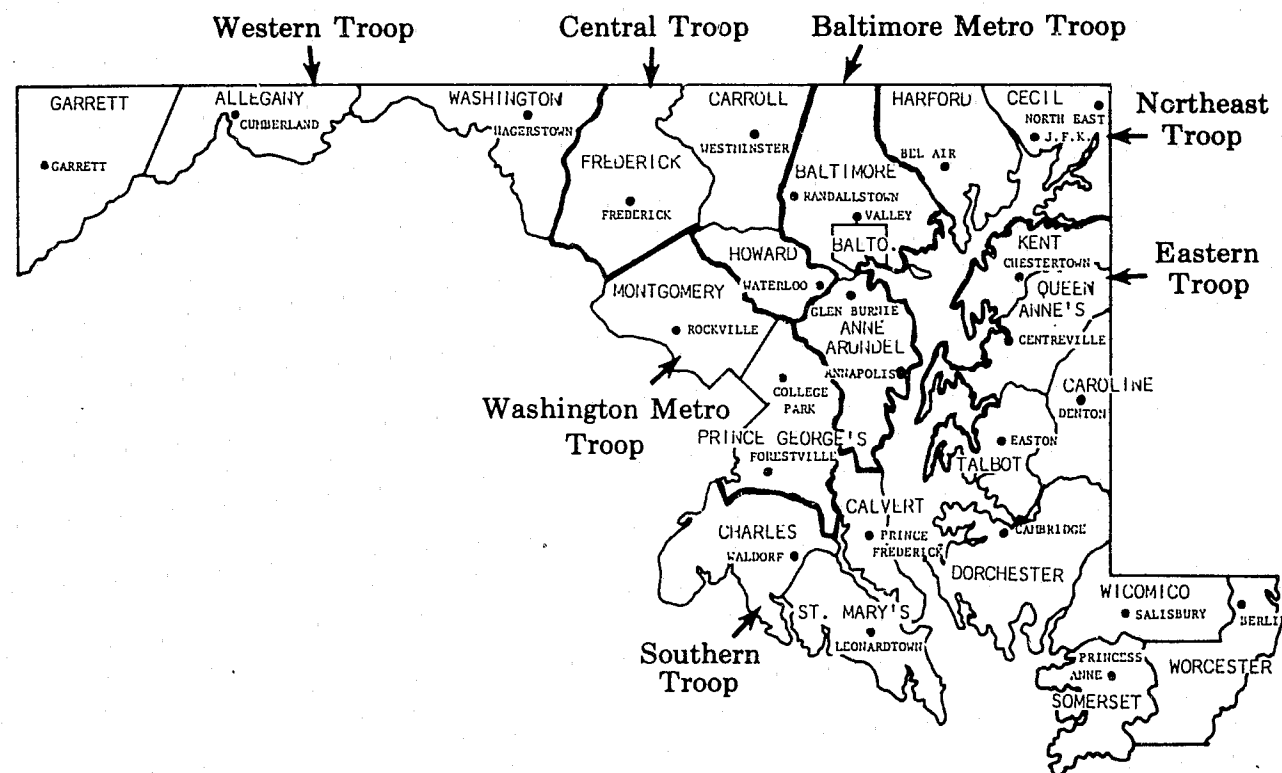
	1978	1979	% Change
Criminal Offenses	422	366	-13%
Stolen Property Value	\$789,066	\$362,917	-54%
Recovery of Stolen Property	\$316,906	\$191,150	-40%
Criminal Arrests	113	90	-20%
Breaking and Entering	123	80	-35%
Larcenies Reported	251	242	-4%
Dollar Loss from Larceny	\$580,556	\$169,512	-71%
Stolen Vehicles	32	22	-31%
Property Damage	243	188	-23%
Personal Injury	93	75	-19%
Calls for Service	11,159	17,603	+58%

A major function of the Department is maintaining vehicular safety at the Maryland Port Terminals. The number of vehicle accidents decreased from 250 in 1978 to 145 in 1979, a 42 percent reduction. The Department emphasizes vehicular safety through verbal warnings, the issuance of Safety Equipment Repair Orders, parking tickets, and citations for moving violations.

Hurricane David dealt a severe blow to the World Trade Center Police Detachment when flooding caused by that disaster resulted in losses of over \$50,000. There was over five feet of water in the facility that destroyed furniture, records, equipment, and the communication system. Police officers from all the Port Authority detachments were utilized to reorganize the devastated offices.

The overall criminal and traffic problems at the Port of Baltimore decreased in 1979. This is a good indicator that the Port is a safer place to work and is better able to perform its role of the efficient handling of huge volumes of cargo.

FIELD OPERATIONS BUREAU



Bureau Chief
Assistant Bureau Chiefs

Lieutenant Colonel Edward M. Evans
Major John G. Lough
Major William T. Gerwig



FIELD OPERATIONS BUREAU (CONTINUED)

The Field Operations Bureau (FOB) is responsible for the State-wide line functions of the Agency. FOB personnel provide the resources for patrol, crime prevention, enforcement of criminal and motor vehicle laws and for general police services. Bureau personnel must be prepared to provide prompt response to both routine calls for service and for unexpected events such as major disasters, civil disorders, and other calamities.

To perform these tasks, the Field Operations Bureau has been allocated two-thirds of the Agency's personnel. The Bureau is composed of seven Troops, each of which contains two or more installations and its own staff consisting of a crime lab unit and polygraph operator. Two of the larger Troops working in cooperation with local police agencies, service the major metropolitan areas of Washington, D.C. and Baltimore City.

The law enforcement activities accomplished during the year of 1979 by the Field Operations Bureau are listed as follows:

Traffic Enforcement Activities*

Accidents Investigated.....	30,551
Accidents Resulting in Citations.....	16,302

Citations

<u>Citations</u>	
Accident.....	18,357
Marked Car.....	57,211
Unmarked Car.....	21,118
Radar.....	134,916
Speed Computer.....	13,357

TOTAL.....244,780

Warnings

Marked Car.....	121,881
Unmarked Car.....	26,361
Radar.....	60,232
Speed Computer.....	4,095
Safety Equipment Repair Order.....	42,036

TOTAL.....254,605

Criminal Arrests

Criminal Apprehensions.....	9,063
Criminal Charges Preferred.....	10,058
Criminal Assists.....	3,929
Juvenile Apprehensions.....	4,316

Automated Incident Reporting System Incidents

Automated Incident Reporting System Incidents

Total Calls for Service.....	420,478
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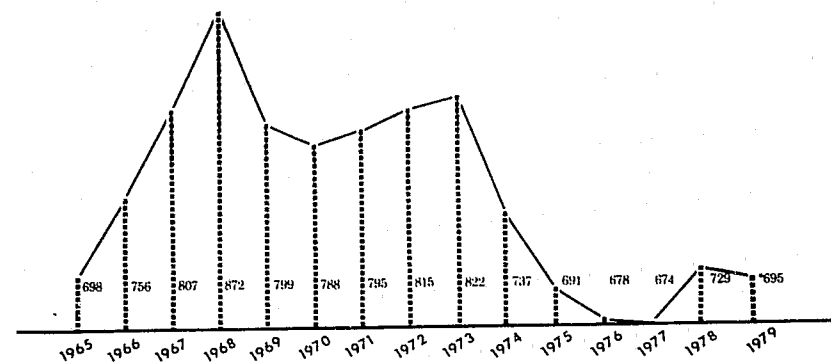
Patrol Miles

Patrol Miles

Total.....22,910,884

*These activities include statistics from all the Field Operations programs.

FIELD OPERATIONS BUREAU (CONTINUED)



MARYLAND HIGHWAY FATALITIES

*PRELIMINARY COUNT

TRAFFIC PROGRAM PLANNING

This Unit analyzes traffic problems, identifies enforcement opportunities, and plans operational programs. Once the programs have been put in place, the Unit provides administrative support and evaluation.

SPECIAL TRAFFIC ENFORCEMENT UNIT

This Unit works closely with Traffic Planning to provide coordination of the enforcement activities for traffic programs. It has a staff of eighteen personnel; seven are assigned to the Bus and Truck Patrol and ten to the Alcohol Speed Enforcement Unit. The Unit personnel focus their activities on motor vehicle violations that have been judged to be a detriment to traffic safety.

BUS AND TRUCK PATROL

The BAT patrol was begun during 1979 from a federally funded grant aimed at reducing highway hazards posed by trucks and commercial motor vehicles on interstate roads. Enforcement strategy called for special attention to speeding, following too closely, and failure to yield right of way violations. In an effort to eliminate the widespread use of citizen band radios to circumvent enforcement, unconventional police units have been used. Built into the program is a procedure to notify a violator's employer when a serious violation is encountered. This notification process has been welcomed by the trucking industry whose profits are affected by accident experience. The program is still being operated by the Special Traffic Enforcement Unit. Early evaluations indicate that it has had a significant impact on traffic problems created by trucks and commercial vehicles.

ALCOHOL SPEED ENFORCEMENT UNIT

This Unit was an outgrowth of "Operation Yellow Jacket," a federally funded program begun during 1976. The program was aimed at providing personnel to concentrate on enforcement activities related to alcohol and speed offenses that contributed to high accident rates that were identified on specific roadways in Maryland. The patrols generated many thousands of citations for speed and alcohol offenses prior to the termination of the funds in 1979. A statistical evaluation is in progress to determine whether the program had a significant effect on reducing accidents on the designated roadways. The program has been continued under the Alcohol Speed Enforcement Unit and funding has been continued under general funds.

FIELD OPERATIONS BUREAU (CONTINUED)

Alcohol Speed Enforcement Unit (Yellow Jacket Program)

July 1978 - June 1979



*D.W.I.....	(392)
Motor Vehicle Citations Accident.....	16
Marked Car.....	1,416
Unmarked Car.....	57
Radar.....	12,823
Speed Computer.....	41
TOTAL.....	14,353
Warnings.....	3,110
S.E.R.O.....	356
Criminal Arrests.....	64
Calls for Service.....	2,123
Patrol Miles.....	285,000

*Denotes enforcement also included in other categories.

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 monies are used exclusively to supplement local funding for police protection within subdivisions and qualifying municipalities of the State. One hundred and fifteen applicants received funds during 1979. One Field Operations Bureau staff employee and one Finance Division auditor visited and reviewed the financial forms of each recipient. The State Police receives no compensation for administering the fund and derives no benefits from it. For fiscal year 1979, the State Aid for Police Protection had an appropriation of \$67,525,300. There was an actual expenditure of \$67,395,586. The remaining funds were reverted to the State Treasury.



CRIME PREVENTION UNIT

This staff unit is responsible for the promotion, coordination and training needed to promote crime prevention activities within the Agency and to local police departments throughout the State. Funding for the program was initially obtained through a federal grant but has since become an operating budget item. During 1979, a crime prevention seminar was conducted by this Unit for the police chiefs of Maryland. The Resident Troopers participated in an intensive crime prevention program, and many civic groups and local police departments received crime prevention literature that was designed, produced, and distributed by the Unit personnel. The Public Information Unit has been heavily involved in helping to educate the business and residential communities about the benefits of active crime prevention.

FIELD OPERATIONS BUREAU (CONTINUED)

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 program had seventy-seven personnel assigned to counties or municipalities on July 1, 1979.

Resident Trooper - Local Divisions
As of 7/1/79

County	Uniform	Investigators	K-9	Total
Calvert	9			9
Carroll	21	2	1	24
Cecil	7	3		10
Queen Anne	5	1		6
Somerset	3	2		5
Talbot	4	1		5
Washington	2			2
Sub-total	51	9	1	61
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	67	9	1	77

The Resident Trooper Program has been a very successful alternative for those jurisdictions who wish to have police without establishing their own department. It is noteworthy to mention that the Carroll County Resident Trooper contingent was awarded the 1979 National Association of Counties' Achievement Award for Law Enforcement to Carroll County. 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. The first year estimated expenditure for wages, motor vehicle operations, equipment, fixed charges, etc. amount to \$26,696 for the local government and \$8,898 to the State Police. The second year expenditures are estimated at \$20,004 and \$6,668 respectively.

K-9 TEAMS

Two staff members provide administrative support and coordination for the State Police K-9 activities and assistance to other police agencies in crime suppression and prevention. Special capabilities for controlling crowds, tracking, searching buildings, and detecting explosives are some of the benefits offered by the K-9 Unit. During 1979, the K-9 Units throughout the State responded to 4,032 calls for services, 436 of which were requests from local police agencies. Crime suppression activities included 133,029 building checks of commercial establishments to aid in crime prevention.

FIELD OPERATIONS BUREAU (CONTINUED)



NATIONAL EMERGENCY AID RADIO

Based on a 1978 decision for Maryland to participate in the National Emergency Aid Radio Program (NEAR), a federal grant was obtained to develop a NEAR plan for Maryland. The Maryland State Police has been designated as the "lead" Agency to develop, administer, organize, and coordinate all aspects of the program in Maryland. Implementation will be a joint responsibility of the Maryland State Police and the Department of Transportation, Division of Traffic Safety.

The objective of NEAR is to utilize citizen band radios as a resource for highway safety. The program will 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. It will provide prompt assistance to disabled motorists and will enable the reporting of roadway hazards relating to personal safety. The Maryland NEAR program will take advantage of existing Channel 9 monitoring capabilities.

SPECIAL TACTICAL ASSAULT TEAM ELEMENT AND HOSTAGE RECOVERY TEAM

STATE and HRT were formed during 1979 as a result of the increasing number of hostage barricade incidents that had been occurring throughout Maryland and the United States. The teams are a highly trained contingent of personnel capable of responding to and defusing hostage barricade incidents. Twenty-eight members are assigned to STATE and eight to the HRT team. These personnel are members of field operations command and are altered when needed from the field installations. A request for funds to purchase tactical equipment has been forwarded to the Department of Public Safety and Correctional Services. The teams responded to eight calls for service during the first six months of operation.



Two STATE Team members practice repelling maneuvers from an Aviation Division Bell Jet Ranger Helicopter.

FIELD OPERATIONS BUREAU (CONTINUED)

SIGNIFICANT EVENTS OF 1979

SNOW STORM - On February 18, 1979 a severe snow storm paralyzed the State. The Maryland State Police, in many areas, provided the only means of transportation for emergencies during the first two days of the blizzard. Services rendered included the transport of medical personnel to hospitals and that of providing assistance to other service organizations. Maryland State Police sent large contingents of personnel into two local jurisdictions to help control civil disobedience and to protect private property.

PRINCE GEORGE'S COUNTY JOB ACTION - On April 2, 1979 the Prince George's County Police Department initiated a job action. The lack of sufficient police officers in Prince George's County required that additional Maryland State Police troopers be used to patrol the county. Working in cooperation with the administration of the Prince George's County Police Department and the County Sheriff's Department, all calls were handled without impairing police service to the public. The police action was terminated on April 4, 1979.

TRUCKERS' SLOWDOWN - On June 13, 1979 the gasoline shortage and rise in prices prompted commercial truck operators to attempt to disrupt the flow of traffic on Maryland highways. They intended to block major expressways with their vehicles by traveling at a very slow speed and backing up traffic. The primary roads affected were Interstate Routes 70 and 95 including the Baltimore Harbor Tunnel. A quick response with appropriate enforcement action by the Agency helped to prevent this action from becoming a major problem.

GASOLINE CRISIS - On June 20, 1979 Governor Harry Hughes declared a State of Emergency and issued an Executive Order imposing an Odd/Even Gasoline Purchase Plan and a Minimum Purchase Plan to cope with extreme shortages of petroleum supplies. The Maryland State Police was designated to enforce the substance of the Executive Order. The Agency was designated to work with the State Energy Department to issue exemption certificates for those persons who were required to make daily purchases of gasoline. Fifty thousand exemption certificates were issued at State Police installations and major police departments in the metropolitan areas. Although the Odd/Even Purchase Plan has been rescinded, the Agency has continued to monitor and enforce the Minimum Purchase Program to help prevent the reappearance of gas lines.

MARYLAND STATE POLICE PISTOL TEAM

The Maryland State Police Pistol Team participated in a variety of pistol matches during 1979. Highlights of the year included:

First place winners of the Indoor Winter League for the State of Maryland, January-April. Open winner of the N.R.A. regional combat competitions held in Beltsville, Maryland - April.

First place winner (two-man team) and third place (four-man team) of the N.R.A. regional combat competition held in Canton, Ohio - June.

First place winners of the N.R.A. Approved Combat Match in Sudersville, Maryland - August.

The team completed the season in the top 10 percent of the National Rifle Association's National Matches held in Jackson, Mississippi. It finished just nineteen points behind the winners. Two members placed on the "President's Hundred" (top one hundred shooters in the country). Two members placed in the "Distinguished Match" and one member placed in "Combat Shotgun Awards."

Although the Maryland State Police Pistol Team has been competing for many years in bull's-eye matches, it is only in its fourth season in combat shooting.

FIELD OPERATIONS BUREAU (CONTINUED)

SAFE AND FUEL EFFICIENT DRIVING

During 1979, the Agency began a training program called Safe And Fuel Efficient driving (SAFE). SAFE has as its goal, a 10 percent reduction in gasoline consumption. Thirty-five gasoline flo-scan meters were purchased through funds received from the Secretary of the Department of Public Safety and Correctional Services. Three Agency members were trained to become instructors by the U. S. Department of Energy, and they in turn trained thirty-five Troopers as instructors from barracks throughout the State. By December, the entire Field Operations Bureau staff had received the course.



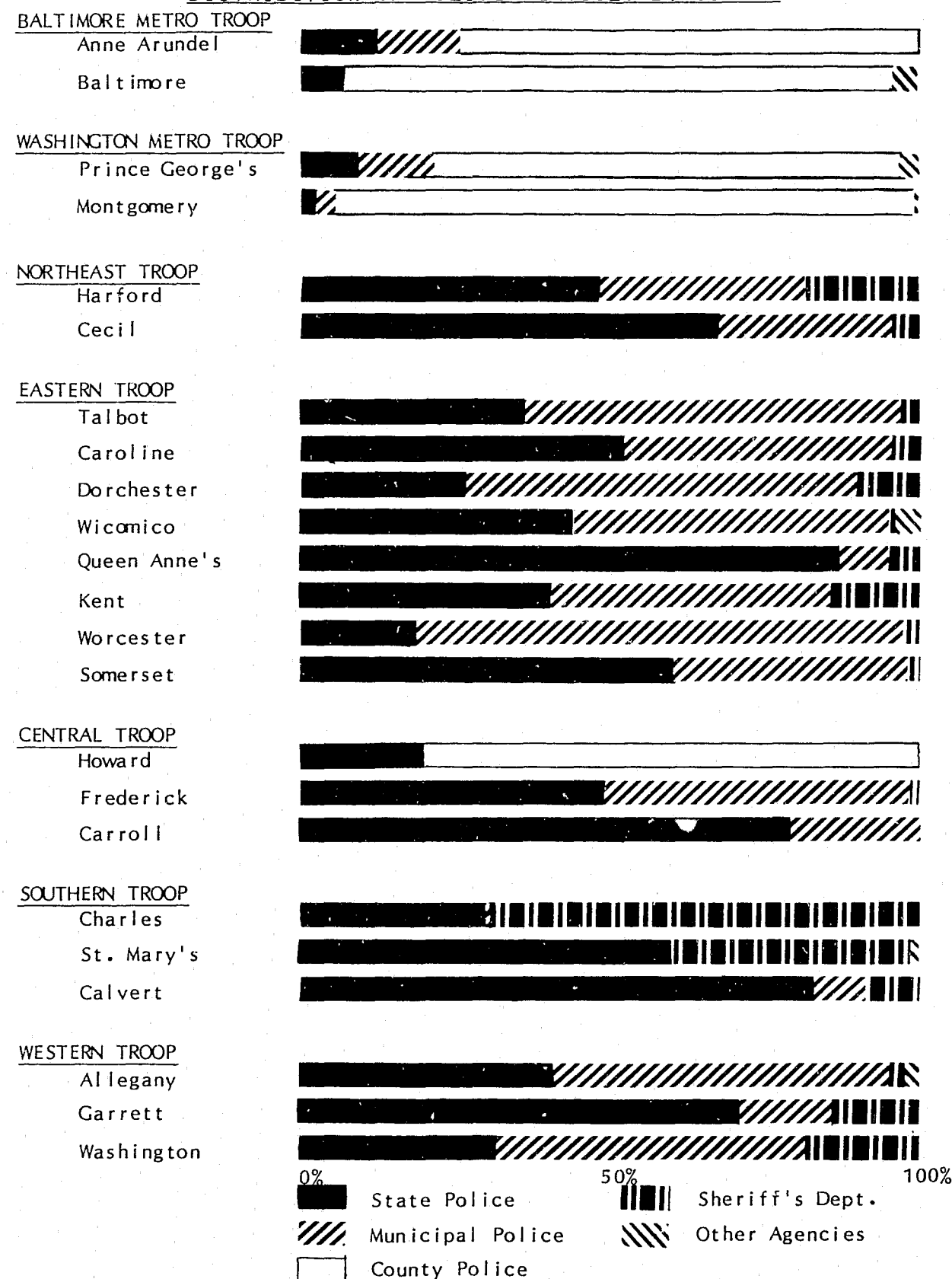
TFC Robert L. Smith of the Training Division demonstrates the gasoline flo-scan meter to the United States Secretary of Energy, Charles Duncan.

(UPI Nationwide Wire Photo)

FIELD OPERATIONS PROBLEMS

A factor having a substantial impact on the Agency operations has been a reduction in patrol personnel. As of the end of 1979, Field Operations Bureau was operating with 943 personnel, 57 positions below the authorized strength. These totals do not include resident trooper positions. In the 1979 budget request, thirteen additional resident trooper positions were requested but subsequently denied. To enable the Agency to function within these limited parameters, the Agency initiated a program of management by objectives. The International Association of Chiefs of Police provided a technical assistance study that was the incentive to begin the program. The initial training in Management by Objectives has been provided to all commissioned officers. The process is expected to be used during 1980 to increase the efficient use of Agency resources.

DISTRIBUTION OF POLICE SERVICES BY COUNTY



Part I Crimes and Traffic Accidents
Agency Activity as Related to Delivery of Services in Each County
January 1, 1979 through June 30, 1979 21

BALTIMORE METRO TROOP

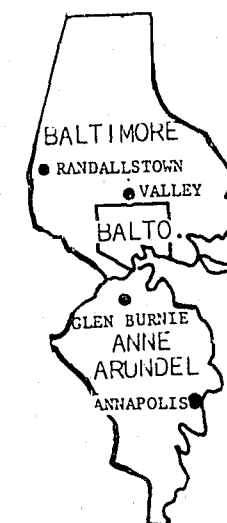
Troop Commander
Troop Headquarters

Captain Leaston V. Booker
Annapolis Barrack

Installation Commanders

Annapolis Barrack
Glen Burnie Barrack
Randallstown Barrack
Valley Barrack

First Lieutenant Carl W. Arnold
First Lieutenant Bernard T. Haywood
First Lieutenant Patrick M. Doolan
First Lieutenant Rodney L. Martin



The Baltimore Metropolitan Troop area covers the two counties adjacent to Baltimore City. These counties, Anne Arundel and Baltimore, have a combined population of approximately 1,033,753 and a total area of 1,096 square miles. The Agency reorganization on January 1, 1979, redesigned the boundaries of the Baltimore Metro Troop from areas that had formerly been parts of Troops G and E.

The Baltimore Metro Troop is most active in highway safety and traffic enforcement. More than 4,765 miles of highways transverse these two metropolitan counties, and three of the State's ten most statistically hazardous roadways are in Baltimore and Anne Arundel Counties. Baltimore Metro Troop personnel issued 42,172 citations and 32,895 warnings during 1979. There was a significant 10 percent increase over last year in citations issued for driving while intoxicated. These 949 arrests represented a good faith effort to solve one of the most serious causes of an increasing number of automobile accidents in the metro troop area. Members of the Alcohol Speed Enforcement Unit have actively patrolled high accident road sites in these counties.

During 1979, much was done to complete a memorandum of understanding between the Maryland State Police and the Baltimore County Police. The agreement will define the responsibilities of each agency and will result in more efficient use of police resources in Baltimore County. An interim agreement gives the State Police primary responsibility for the investigation of all traffic matters on interstate highways, the investigation of accidents involving State-owned vehicles, and the investigation of calls for service when the State Police are specifically requested. The formal agreement is expected to be signed during 1980.

BALTIMORE METRO TROOP (CONTINUED)

As a result of an increase in burglaries and breaking and enterings in the Liberty Road area of Baltimore County, the Randallstown Barrack instituted a special enforcement team composed of the K-9 anti-burglary and theft patrol and one criminal investigator. With the assistance of the Baltimore County Police Breaking and Entering Squad, the investigation ultimately closed thirteen other burglaries that had occurred in Carroll, Frederick, and Baltimore Counties as well as three in the State of Virginia.

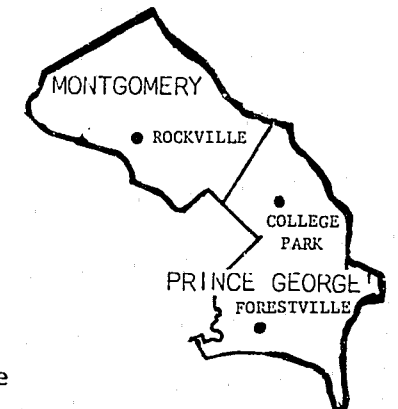
In the area of innovative patrol functions, the Glen Burnie Barrack established a selective enforcement team that consisted of one Corporal and two Troopers who had shown excellent enforcement activities through radar and vascar operations. The same team was involved in an alcohol influence enforcement program that also had good results.

The yearly Anne Arundel County Cooperative program was initiated again during the Christmas season. The Co-Op venture teams up Annapolis and Glen Burnie Troopers with County Police Officers in an enforcement program aimed at curtailing thefts and robberies around busy stores and shopping centers in Anne Arundel County. The program has been in effect for several years, and it has enjoyed much success as well as helping to maintain a good relationship with the County Police Department.

Construction began during 1979 on two new installations for the Baltimore Metro Troop. The present Randallstown Barrack, a former school, has been occupied by the Maryland State Police since 1930. The new installation will be located on Belmont Avenue adjacent to Security Boulevard and its intersection with Interstate 695. The Glen Burnie Barrack, presently located in the State Motor Vehicle Administration building on Ritchie Highway in Glen Burnie, will move to a new building currently under construction on property adjacent to the Baltimore-Washington International Airport. These installations will be ready for occupancy during 1980. Negotiations continued during the year on a replacement site for the Valley Barrack which currently is housed in the State Highway Administration complex in Lutherville.

A major event that occurred in the Glen Burnie Barrack area was the mass escape of thirty inmates from the Maryland House of Correction, a medium security prison, at Jessup. This escape required an extensive manhunt, with the assistance of the Annapolis Barrack, Waterloo Barrack (Central Troop), Aviation Division, K-9, and Special Tactical and Assault Team Element (STATE). To date, twenty-six inmates have been apprehended.

WASHINGTON METRO TROOP



Troop Commander Captain Edgar L. Peach
Troop Headquarters College Park Barrack

Installation Commanders

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

The Washington Metropolitan Troop area covers the two Maryland counties surrounding Washington, D.C., Prince George's County and Montgomery County. They have an approximate population of 1,273,600 living within 1,002 square miles. The Troop has 4,563 miles of roads. Five highways in the counties are rated among the top ten for highest accident experience.

The Washington Metro Troop was reorganized as a result of the consultants' report on January 1, 1979 to include installations that were formerly a part of Troops A and F. Because of the large county police departments and the many municipal police departments in this Troop, the activities of the State Police have been confined primarily to traffic enforcement. Traffic violations resulted in the issuance of 53,768 citations and 29,942 traffic warnings. The three installations investigated 4,770 traffic accidents.

The Washington Metro Troop participated in several noteworthy activities during 1979.

A tragic incident occurred on March 4, 1979 when three Forestville troopers were shot. A trooper on routine patrol responded to an emergency call identifying an injured and bleeding man on Suitland Road in Prince George's County. A backup patrol unit responded and arrived at the scene first and attempted aid. The injured man, later described by witnesses as having taken large doses of LSD, PCP, marijuana, and alcohol, became enraged at the sight of the trooper. He assaulted him, gained possession of his service revolver, and fired at all three troopers who were on the scene by that time. Each one was shot before the man could be subdued. The assailant was shot by one of the troopers and subsequently died. The troopers, although seriously wounded, returned to full duty within a few months.

WASHINGTON METRO TROOP (CONTINUED)

On April 2 and 3, 1979, the Prince George's County Police Department experienced a job action. As a result, members of the College Park and Forestville Barracks were placed on twelve hour shifts. Patrol areas were realigned to compensate for coverage normally provided by the County police, and in spite of the unusually large number of requests for service received during the period, police service continued uninterrupted.

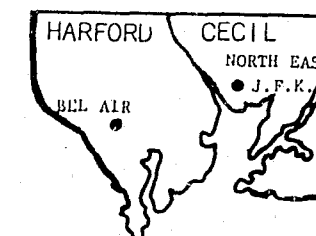
On October 6 and 7, 1979, Pope John Paul II visited Washington, D.C. A crowd in excess of one million people was expected. Prior to the visit, the U.S. Park Police hosted a number of meetings with all the jurisdictions involved in Maryland, the District, and Virginia, a total of nineteen different agencies. Preparations were made to reduce the possibility of traffic problems. The actual crowd at Sunday Mass was considerably less than anticipated, however, and no major problems were experienced.

During 1979, a Memorandum of Understanding for the coordination of law enforcement responsibilities between the Maryland State Police and Montgomery County Police Department was signed. The Agreement defined in detail the responsibilities of each of its cosigners and provided a mechanism to ensure a prompt response to all calls for service. It became effective January 1, 1980, and was preceded by a number of administrative and operational changes. Rockville Barrack patrol areas were restructured and a line patrol configuration was adopted.

Calls for which the Maryland State Police had been given responsibility would be answered routinely while those calls dealing with areas and incidents for which Montgomery County Police had primary responsibility would be referred to that Agency for disposition. The Agreement will maximize the total law enforcement resources in Montgomery County and provide a high level of service to its citizens.

On July 30, 1979, at 6:30 p.m., Rockville Barrack personnel responded to a fatal accident on I-495 on the Cabin-John Bridge at the Maryland-Virginia line. Initial investigation revealed that the accident, which involved a popular van-type vehicle, might have been caused by a vehicle malfunction. After more than a month of follow-up investigation and vehicle testing involving elements of the State Police Automotive Safety Enforcement Division, the United States Department of Transportation, the National Highway Traffic Safety Administration, the Maryland State Highway Administration, and the Montgomery County Police Department, a design defect was discovered which caused loss of steering capability under certain conditions. As a result of this discovery, federal officials are considering a recall of the type of vehicle involved to correct the design defect.

NORTHEAST TROOP



Troop Commander
Troop Headquarters

Captain Wilbert T. Travers
Belair Barrack

Installation Commanders

Belair Barrack
Northeast Barrack
JFK Memorial Highway Post

First Lieutenant Alvin R. Kadlec
First Lieutenant Larry E. Rush
Second Lieutenant Edwin W. Schulz

The Northeast Troop area covers the two counties in the northeastern part of the State, Harford and Cecil Counties. They have an area of 861 square miles, a population of approximately 207,700 and a total of 2,052 road miles. With the Agency reorganization of January 1, 1979, the JFK installation was added to the Troop roster.

During 1979, the Belair Barrack initiated the School Liaison and Enforcement Unit to curb the increasing use of controlled dangerous substances and petty crimes committed on school property. The Unit focused on educational programs and investigations aimed at curtailing crimes. The Unit experienced overwhelming success in handling the school problems, and as a result, forty-two persons were arrested by the State Police and twenty more were arrested by other agencies.

Investigative personnel from Belair Barrack formed teams to work specifically on the drug trafficking and prostitution problems in Harford County. These investigations led to six prostitution arrests, sixty-three arrests for controlled dangerous substances, and the seizure of drugs with a street value in excess of \$25,000.

The Northeast Barrack in Cecil County was active in the arrest of criminal suspects wanted for crimes committed in Pennsylvania, Delaware, and Maryland. One unusual case involved the cooperative investigation and subsequent arrest of several females for five robberies that occurred in the tri-state area. In another case, on November 11, 1978, a badly burned body was found in the trunk of a destroyed automobile on the edge of a cliff in Cecil County. The victim was identified through an autopsy as one under indictment for operating a PCP laboratory in Delaware. He was later linked, through another investigation in Baltimore County, to the Pagan motorcycle gang. This investigation resulted in the arrest of several persons and the subsequent seizure of many pounds of PCP. A persistent investigator and information from Delaware authorities finally led to the arrest of the victim's murderers just four days short of one year from the time the crime was perpetrated.

Through data compiled by a Trooper in Cecil County, two highway segments in the County were identified as hazardous locations. Continued observation and investigation by the Trooper prompted him to recommend the installation of flashing warning signs at the end of a concrete abutment at the north end of the Conowingo Dam, and the construction of a gore at the intersection of State Routes 273 and 276. The former recommendation was instituted and the latter is still being considered by the Department of Transportation.

NORTHEAST TROOP (CONTINUED)

The John F. Kennedy Highway Post has jurisdiction on 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. Due to budgetary difficulties experienced by the Maryland Department of Transportation which funds the operation at the Highway, the installation was downgraded from a barrack to a post during 1979, and seven police positions were eliminated.

During the past year, troopers assigned to the JFK Highway patrolled 1,093,600 miles. During this time they investigated 541 motor vehicle accidents, issued 20,211 traffic citations, investigated 221 criminal complaints and made 214 criminal arrests. They also recovered 39 stolen cars and assisted 10,827 disabled vehicles.

Citizen Band radios were installed in all JFK patrol vehicles. Signs were posted on the Highway to inform motorists that the State Police monitors Channel 9. This program has been very beneficial because citizens have taken the opportunity to contact the State Police on their CB radios when they observed suspicious drivers or disabled vehicles.

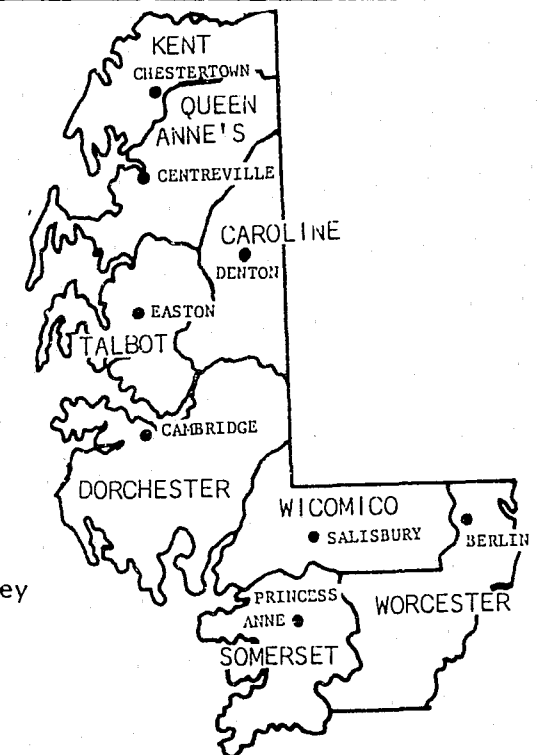
"Operation CARE" emphasized compliance with the 55 mph speed limit during the three major holiday periods last year. The cooperative program involves twelve states on the eastern seaboard. Special funds are used to pay JFK Troopers overtime in order to increase the number of patrols during the peak traffic periods.

In conjunction with traffic enforcement, members of the Post were involved in 214 criminal investigations. Of these, 131 were closed by arrest, no prosecution or unfounded. A few cases are noteworthy:

On July 9, 1979, a Delaware trooper radioed a report of a kidnapping in progress of a young female from the State of New York. At a rest stop on the interstate highway, the frightened girl had given a hastily written note requesting help to a cleaning woman in the ladies' room. The information was immediately broadcast to all patrol units on the JFK Highway and an alert trooper observed the suspected vehicle. Knowing the kidnapper was extremely dangerous, the trooper stopped the vehicle and then shouted to the driver that something was wrong with his left rear tire. The clever ruse threw the culprit off guard long enough to permit the trooper to rescue the victim and take the kidnapper into custody.

On October 10, 1979, troopers apprehended a suspicious male subject near the Post. A subsequent investigation revealed he was in possession of two loaded .38 caliber revolvers, a large amount of ammunition, a quantity of cocaine, and was wanted for homicide in New York City.

EASTERN TROOP



Troop Commander
Troop Headquarters

Captain George W. Carey
Easton Barrack

Installation Commanders

Easton Barrack
Denton Detachment
Cambridge Detachment
Chestertown Detachment
Centreville Post
Salisbury Barrack
Berlin Post
Princess Anne Det.

First Lieutenant Lawrence D. Reuwer
Corporal John D. Tritapoe
Corporal Wilson E. Todd
Corporal James P. Bright
Second Lieutenant William H. Hurley
First Lieutenant William Macindoe
Second Lieutenant Robert D. Graham
Sergeant Van B. Muir

The Eastern Troop area covers the eight Eastern Shore counties of Maryland. Each county has one installation. The Troop has an area of 3,422 square miles, a population of approximately 231,700, and a total of 5,521 road miles.

A significant growth in population over the last ten years has characterized the entire Eastern Shore region. Urban areas near the William Preston Lane, Jr. Memorial Bridge and those along the entire U.S. Routes 50 and 301 corridor have dramatically increased the demand for police services. Rural farming areas have been transformed into communities for those who work in the metropolitan areas. The increased population and traffic foreshadowed a corresponding increase in criminal activity, traffic accidents, and requests for police service.

An increase in the demand for services was noted when a new patrol was requested for Smith Island, Somerset County. During 1979, two Eastern Shore troopers were assigned to provide police services to the island. The only transportation to and from the island is provided by ferry boat. For patrol vehicles, the troopers are provided with leased mopeds.

EASTERN TROOP (CONTINUED)

Several of the Eastern Shore counties use resident troopers to supplement their police services. Somerset, Talbot, and Queen Anne's Counties renewed their contracts for resident troopers during 1979. The Somerset County Board of Commissioners was faced with a substantial budget increase when the federal grant under which the counties' resident troopers were funded expired. Queen Anne's County Commissioners hired two troopers in 1974 and since then four more have been added. There is the possibility that they will add a seventh in the near future. The Wicomico County Council made a formal request during 1979 to contract for one resident trooper to work primarily on the enforcement of narcotic laws. If the Agency is allocated additional resident trooper positions, these requests will be filled.

During the summer months a program administered jointly by the State Highway Administration and the Centreville Post to monitor and control the traffic on U.S. Routes 50 and 301 was initiated. Arrangements were made with the Baltimore-Washington radio and television stations to broadcast traffic problems. Electrical signs were placed at the Bay Bridge to alert motorists to problem areas so alternate routes could be taken, and a new operating schedule at the Kent Narrows Bridge was implemented. During peak traffic periods, at least two troopers and one mobile unit from the State Highway Administration were assigned to respond to traffic light problems and disabled vehicles. Patrol hours were extended through overtime funding during the peak holiday periods. As a result of this joint effort, summer travelers to the Eastern Shore experienced fewer delays than in any previous year.

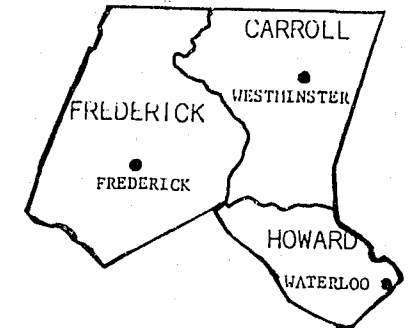
Several new programs were instituted by the Eastern Troop during 1979. These included the six-month Energy Conservation/Speed Enforcement Program that used off-duty troopers in an overtime status to enforce the 55 NMSL, and special holiday patrols to reduce vandalism in high risk areas. A new crime prevention program was instituted to familiarize citizens and merchants with security measures that they could use to discourage crime.

Some of the major cases that were handled reflect the high level of investigative competence within the Troop.

On December 30, 1977, the Easton Barrack received a telephone call from the Easton Memorial Hospital stating that a patient had been brought into the hospital suffering from a drug overdose. The victim's companion who had transported him to the hospital subsequently became a suspect in the incident. Nearly one month later when the victim died, the case was closed by arrest. The victim's companion was tried and convicted on second degree murder. Purportedly, the victim had had a brief affair with his friend's wife during a previous separation.

On July 7, 1979, a rock concert held in Caroline County resulted in the death of a young male. The spectator arrived at the hospital dead from a gunshot wound to the back. Over one thousand people were in the audience. Although no meaningful evidence resulted from interviews conducted with persons in attendance at the concert, ballistics examination of the bullet taken from the victim's back showed it to be an unusual type sold in Dover, Delaware. After an intensive investigation, the subject who purchased the cartridges was identified by several witnesses as having been at the concert. A three-week investigation resulted in his arrest and conviction for manslaughter. He was sentenced to serve three years for illegally carrying a handgun that he had used to randomly fire into the crowd.

CENTRAL TROOP



Troop Commander
Troop Headquarters

Captain William E. Brooks
Waterloo Barrack

Installation Commanders

Waterloo Barrack
Westminster Barrack
Frederick Barrack

First Lieutenant James E. Harvey
First Lieutenant Robert J. Weisenmiller
First Lieutenant Grover N. Sensabaugh

The Central Troop area covers the central part of Maryland that is northwest of Metropolitan Baltimore. Organized on January 1, 1979 from installations that had been in Troops A and B, the Central Troop can be characterized as having a mixture of industrial, high density, and rural zoned and developed areas. The rural farmlands prevalent to the Troop area are transversed by heavily traveled interstate routes. Approximately 3,623 highway miles are contained in the 1,377 square miles of Troop area. The Central Troop has a population of nearly 325,000.

The Central Troop focused its attention during 1979 on preventive activities. The following is a brief description of programs, innovative patrol functions, and cooperative enforcement efforts.

School Bus Violations - An increase in the reported violations against school buses prompted special emphasis on patrol during the hours when school buses were in operation. Troopers were not permitted to leave their patrol areas for any assignment. The patrols kept a close watch for violations against school buses.

Prevent a Tragedy - The entire Troop participated in preventive patrol activities designed to curtail the upsurge in armed robbery activity which usually occurs during the holiday season. Crime prevention kits were given to businesses and patrol hours were extended by the use of overtime funding to increase coverage where and when it was needed.

Drunk Driving - The Frederick installation started a three-man patrol force to impact drinking driver accidents. The patrol works overtime hours on Friday and Saturday between 9 p.m. and 2 a.m. only in specifically defined areas.

Mass Escape Plans - Waterloo Barrack has within its area of responsibility the Patuxent Institution and Clifton T. Perkins Hospital. The former is a maximum security facility, housing in excess of 490 persons adjudicated by the courts as defective delinquents, and the latter a psychiatric facility which has approximately 246 committed patients. During 1979, plans were formulated to deal with the probability of a "massive escape," however they were flexible enough to permit their use in escapes involving any number of persons. A Patuxent Riot and Disorder Plan was also written. This plan addresses personnel response actions, the command post, patrol and surveillance areas, procedures for apprehension of escapees, and media relations.

CENTRAL TROOP (CONTINUED)

Bank Inspections - A major function of the Agency is to minimize the opportunities for crime by conspicuous and aggressive patrol. This program required troopers of the Westminster Barrack to physically enter and make an inspection at least once each day of every bank and savings and loan establishment in their assigned patrol area.

Other programs, such as the juvenile ride along program and the shadow experience program are designed to permit young people to become personally acquainted with troopers and the job of enforcing the laws. All of these programs have proven to be worthwhile and most have been continued into 1980.

The Carroll County Commissioners recognized the need for increased police services and had twenty-five resident troopers under contract during 1979. The National Association of Counties at its annual meeting in Kansas City, Missouri, acknowledged the efforts of Carroll County to establish a unique police program. On December 18, 1979, the resident trooper program was awarded the "Certificate of Achievement" from the Association. Carroll County Commission President, Roger Mann presented the award to First Sergeant Gooding, Resident Trooper Supervisor, and First Lieutenant Weisenmiller, Commander of the Westminster Barrack.

Resident troopers have assumed some rather diverse duties in Carroll County. Several of these deserve mention.

County Road Surveys - Under existing regulations, the Carroll County Roads Department cannot post a new speed limit or alter an existing limit without a survey by or the concurrence of the Maryland State Police. As a consequence, there were sixteen road surveys conducted by barrack personnel. Detailed reports were prepared and recommendations forwarded to the State Roads Department.

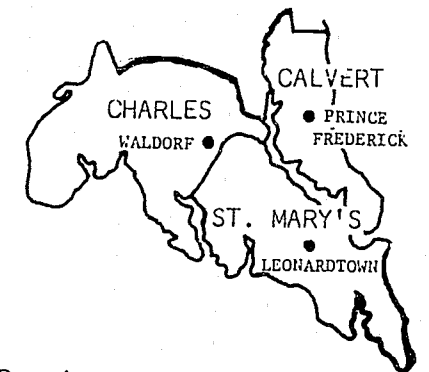
Security Surveys - During 1979, forty-six residential and twenty-three commercial security surveys were performed by the troopers trained in crime prevention techniques. The residential surveys took approximately two hours each and the commercial surveys approximately three hours each to perform.

County Commissioners' and Mayors' Meetings - As part of the continuing effort to establish and maintain proper relations with the Carroll County Commissioners and the Mayors of several incorporated towns in Carroll County, the Resident Trooper Supervisor was assigned to attend meetings with these bodies to brief the officials on law enforcement matters. He also represents the Westminster Barrack by serving as a member of the Carroll County Communication Advisory Board and the County Energy Advisory Board.

Park Checks - Resident troopers in Carroll County make daily patrol checks at all County-owned parks. During 1979, these checks were continued and as a result, vandalism and other problems within the park have been reduced to a low level.

Review Plans for New Subdivisions - An ordinance in Carroll County requires providers of essential services to review all plans for new housing subdivisions. The task has been assigned to the resident trooper program. A total of 227 subdivision requests were reviewed during 1979 and returned to the Carroll County Planning and Zoning Commission office for their consideration.

SOUTHERN TROOP



Troop Commander Captain Lawrence P. Gibbs
Troop Headquarters Waldorf Barrack

Installation Commanders

Waldorf Barrack	First Lieutenant Wayne C. Pettit
Leonardtown Post	Second Lieutenant William F. Miedzinski
Prince Frederick Post	Second Lieutenant Norman R. Mowbray

The Southern Troop area covers Calvert, Charles, and St. Mary's counties. This Troop was reorganized January 1, 1979 from installations that were previously a part of Troops E and F. The primary factor in the organization of the new Troop was the geographical compatibility of the region and a similarity of police problems and criminal activity. The counties have a population of approximately 155,500 residents, 1,980 miles of roadway, and 1,166 square miles of land.

The Southern Troop focused much of its efforts during 1979 on the enforcement of traffic law and crime prevention through participation in community affairs. There are seventeen resident troopers in the three counties; Calvert County had nine resident troopers and effective April 1979, three additional ones were contracted for Chesapeake Beach.

Patuxent River Appreciation Day was the largest public activity ever held in Calvert County. Seven resident troopers set up a display that included a State Police Med-Evac helicopter, the armored personnel carrier, a mobile crime lab, a controlled dangerous substance display, and a crime prevention table. Continuous films were shown and K-9 demonstrations were held during the two-day affair. The most popular attraction at the Fair was a "Fast Pitch Contest" in which the Speed Gun was used to measure local pitching ability. A local bank contributed twelve \$25 Savings Bonds for the winners. Approximately 40,000 people attended the affair.

Four resident troopers participated in the Muscular Dystrophy Campaign and one co-chaired the event. They volunteered many off-duty hours and were instrumental in achieving a record setting \$12,000 in donations for muscular dystrophy research.

The Optimist Club asked the resident troopers from the town of Chesapeake to participate in its annual Fishing Fair. Over 5,000 persons attended the Fair and saw a large crime prevention display set up by the Maryland State Police.

A Commuter Speed Enforcement Program was begun in Calvert County to discourage the flow of traffic in groups at a speed higher than that legally allowed. These traffic patterns created a false impression in the minds of vehicle operators that there was safety in numbers and resulted in an increased number of accidents during commuting hours. Troopers were allowed to use unconventional vehicles to stop speeders. The program was successful in slowing down the speed of traffic during commuter hours.

SOUTHERN TROOP (CONTINUED)

In Charles County, when federal overtime funding for the Agency Alcohol Speed Enforcement Program ended, personnel from the Waldorf Barrack incorporated it as a part of their routine enforcement program. Personnel set a local record for DWI arrests. It was also the highest in the State per man and second by installation.

The Southern Troop emphasized crime prevention activities during the past year. Besides the regular holiday patrols intended to curtail shopping center crimes, plans were executed to educate as many persons as possible to the ideas and methods of crime prevention. Two local newspapers carried front page articles describing "Operation Identification," "Neighborhood Watch," and "Security Surveys." The articles described the State Police's availability to lecture on residential and commercial building security, personal safety, sexual assault prevention, crime prevention as it applies to senior citizens, and alcohol and drug abuse. Marked cars and uniform troopers were used to patrol high crime areas. Stakeouts were established at business places that were likely victims. Finally, a follow-up program sought the cooperation of recent victims of crime to complete a security survey of the residence or business place which had been illegally entered. Approximately 80 percent of all breaking and entering victims elected to have a security survey.

Several innovative patrol programs were conducted in the Troop area. "Stop A Fatal" was an eight point program initiated to stem increasing vehicle fatalities in St. Mary's County. The program emphasized increased traffic enforcement and concentrated on speed, alcohol, and pedestrian violations. Bar checks were increased and parents were encouraged to maintain tight security on the use of their vehicles. The Leonardtown Post initiated a comprehensive inspection program targeting the 222 licensed establishments retailing alcoholic beverages in St. Mary's County. The Health Department and the State Fire Marshal's office were incorporated into the program in an effort to broaden the scope of the inspections. These efforts greatly increased arrests and resulted in a decrease in alcohol related accidents for St. Mary's County for 1979.

Leonardtown Post hosted a tri-county exposition commemorating National Police Week from May 12 through 14. Twelve federal, state, and county law enforcement agencies participated in the exposition. Exhibits included drug and confiscated weapons displays, illegal stills, films, police vehicles, and photographs depicting the evolution of law enforcement. Over 10,000 people attended the K-9 dog demonstrations, hand-to-hand combat exhibitions, and a demonstration of Med-Evac techniques by the Aviation Division.

St. Mary's County hosted its annual Oyster Festival on October 13 and 14. One of the female recruiters staffed the recruiting van that also served as a first aid station and a command post for traffic problems.

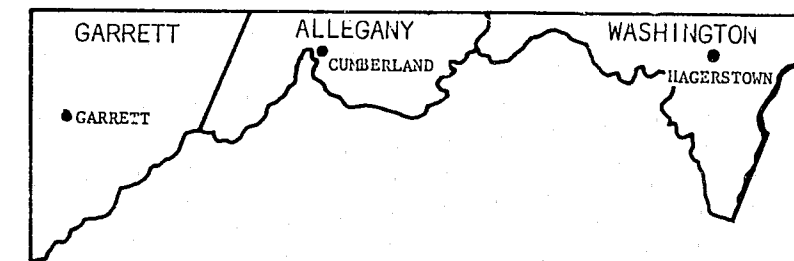
All these activities fostered a spirit of better understanding and cooperation among the participating agencies and helped to better acquaint the public with the diversity and capabilities of the State Police.

WESTERN TROOP

Troop Commander
Captain William R. Turnbull
Troop Headquarters
Cumberland Barrack

Installation Commanders

Hagerstown Barrack	First Lieutenant Hiram J. Brown
Cumberland Barrack	First Lieutenant Robert G. Yinger
Garrett County Detachment	First Sergeant Paul R. Sanders



The Western Troop area covers the northwestern counties of the State. The Troop has an area of 1,567 square miles, a population of approximately 222,360 and a total of 3,238 road miles. On January 1, 1979, the geographical boundaries of this Troop were changed - Frederick County was moved to the Central Troop and the area once known as Troop B is now called the Western Troop.

Western Troop activities for 1979 focused on traffic safety, crime prevention, and community service. Several programs were started in response to the increased emphasis on fuel conservation and enforcement of the 55 mph National Maximum Speed Limit.

Energy Conservation/Speed Enforcement - This program used off-duty personnel in an overtime mode to provide additional enforcement of the 55 National Maximum Speed Limit during peak traffic hours. The program lasted twenty-six weeks, resulted in the use of 946 off-duty man-hours and the issuance of 950 citations and 651 warnings.

Special Traffic Enforcement Patrol - This patrol was formed to operate on Route 48 where truck traffic was identified as a major problem. The mountainous terrain contributed to accidents caused by speeding and overheated brakes. The five-week operation cited 349 trucks for speed and operating with unsafe equipment.

Prevent a Tragedy - A joint effort by the Lions Clubs of Washington County, the Maryland State Police, and the Washington County Sheriff's Department emphasized safe driving habits during the Christmas and New Year's Holiday period. Posters and placemats were printed and distributed to popular eating and drinking establishments, and periodic patrol checks were made in the area of these establishments. It was the opinion of all involved that the program was successful in curtailing alcohol related driving problems over the holiday period.

The Western Troop was particularly active in developing and putting into place a number of crime prevention projects. Many of these were unusually successful.

Merchants Against Crime - This program was implemented because of a dramatic 300 percent increase for 1979 in bad check cases reported in the Hagerstown area. Seminars were conducted for the merchants and clerks to aid them in identifying the type of person most likely to pass a bad check and the procedures they should follow to establish correct identification.

Special target patrols were initiated during the year to curb vandalism, curtail the incidence of burglary and, in general, to educate the public in crime prevention. The Halloween patrols, shopping center patrols, and the holiday crime prevention patrols were cooperative efforts with other law enforcement agencies in the counties to help control and prevent criminal activity.

SPECIAL OPERATIONS BUREAU

Bureau Chief Lieutenant Colonel Lemuel E. Porter
 Assistant Bureau Chiefs Major Theodore S. Moyer
 Mayor Gary Grant



Two Baltimore City Police Officers escort one of ninety-seven persons arrested in a major anti-fencing undercover investigation. Known as Operation Bear Trap, this probe resulted in the recovery of \$1.5 million worth of stolen property.

INVESTIGATION DIVISION

First Lieutenant Thomas S. Bosley

The Investigation Division is comprised of the Special Assignment Section, the General Assignment Section, and the Investigative Assistance Unit.

Members of the Special Assignment Section concluded a seventeen-month investigation that involved the FBI, Baltimore City, and Baltimore County Police. "Operation Bear Trap," funded by a Law Enforcement Assistance Administration grant, probed the fencing of stolen goods. Undercover troopers established three store-front fencing locations to buy suspected stolen property. After intensive investigation, the operation concluded on November 26, 1979, with a pre-dawn raid that resulted in the arrest of ninety-seven persons. Items that were purchased included antiques, silver, jewelry, CB radios, home furnishings, construction equipment, automobiles, and motorcycles. A tractor-trailer load of sugar valued at \$66,000; a tractor-trailer load of cigarettes valued at \$314,000; stereo equipment valued at \$180,000 and miscellaneous antiques and figurines valued at \$120,000 were also seized. At the conclusion of "Operation Bear Trap," \$90,000 had been spent to recover \$1.5 million worth of stolen property. Through the use of hidden video-tape cameras, each transaction was recorded to be used as evidence when the cases come to trial. Where ownership could be established, property was returned to its owners.

The Fraud Squad, another unit within the Special Assignment Section, investigated ninety-four welfare fraud cases resulting in many thousands of dollars in restitution to the State. The unit, which had been providing investigative services to the Department of Human Resources for the past six years, concluded its operation November 30, 1979. Human Resources personnel have since assumed the investigation of those who violate the statutes.

A third unit within the Special Assignment Section, the Auto Theft Unit, specializes in State-wide investigations and has initiated or assisted other agencies in the investigation of 436 cases during 1979. It recovered \$500,000 worth of stolen property, made 26 vehicle theft arrests, and was involved in the recovery of 120 stolen vehicles. Cooperative investigations uncovered a heavy equipment theft ring operating on the East Coast. Another investigation resulted in the recovery of eleven stolen Cadillac automobiles from subjects involved in a nationwide auto theft ring.

The Investigative Assistance Unit participated in 180 cases resulting in the recovery of property valued at \$178,992 and the arrest of 100 persons during 1979. One cooperative investigation centered on the illegal sale, possession, and trading of food stamps. That operation culminated in the arrest of 48 individuals. Members of the Unit, acting on informant information, arrested and provided information for conviction of two individuals for the murder of the president of a large paper company in Baltimore City.

The General Assignment Section consists of the Warrant, Polygraph, Property, and Gasoline Tax Units. The Warrant Unit is the central repository for warrants for escapees from the Maryland Division of Corrections. The Unit also coordinates extraditions for the Maryland State Police. During the past year 2,516 cases, including 62 extraditions, were processed.

Although each of the seven troops is assigned a polygraph expert, the Headquarters' Unit is responsible for the development of Agency policy, procedure, and the coordination of general polygraph matters. Polygraph services are provided to many other police agencies in the State. Examinations numbered 295 during 1979.

The Property Unit realized \$17,969 after expenses from the disposition of unclaimed property. Although half of all the property received at Headquarters has no resale value, that which does, is sold at public auction and the funds are deposited into the State Police pension fund. Most items are household appliances, electronic equipment, and vehicle parts. Many bidders at one auction held during 1979 were surprised when 216 pieces of sterling silver, appraised at \$15,000 was auctioned for \$3,473.

INVESTIGATION DIVISION (CONTINUED)

Routine investigations of applicants for licenses and police positions were also conducted by members of the General Assignment Section. The Unit was responsible for the conclusion of 1,697 cases during 1979. Some members of the Section were assigned to the State Prosecutor's Office, the Attorney General's Office, and the Gasoline Tax Division. Each of these assignments provides investigative support to inquiries into official allegations of misconduct by State employees and other criminal actions perpetrated against the State. False pretense and bribery allegations, "white collar" crimes, and misconduct in office, exemplify the investigations handled by the officers.

During 1979, the Gasoline Tax Enforcement Unit conducted 309 investigations involving: dealer violations, diesel license violations, fuel tax fraud, and motor carrier violations. An investigation into the theft of 500,000 gallons of heating oil owned by Baltimore City led to the arrest of seven people.

INTELLIGENCE DIVISION

Captain Wilford H. Lawrence

The Intelligence Division is comprised of two sections: the Organized Crime and Intelligence Section, and the Narcotic Section.

The Organized Crime Unit is responsible for investigating and collecting both strategic and tactical intelligence as it relates to organized criminal activity in Maryland. Organizations and groups which have a potential for disorder or violence are also within their realm of responsibility. The intelligence information is analyzed and disseminated to the appropriate authority for action. Due to the lack of State-wide jurisdiction, information that is developed which pertains to State municipalities is referred to those law enforcement agencies within the municipality for appropriate action. Each year legislation has been proposed to the General Assembly in an attempt to obtain State-wide jurisdiction for the Maryland State Police.

Members of the Organized Crime Unit initiated 197 investigations during 1979. As a result of these investigations, 56 persons were arrested by members of the Unit and 104 persons were arrested by other agencies.

Several joint investigations between the Maryland State Police Organized Crime Unit and other law enforcement agencies enabled the recovery of approximately \$200,000 in stolen goods, including 25 stolen motorcycles. One four-month investigation led to the arrest of 7 individuals for pandering, prostitution, and bribery. The result was the dismantling of a major tri-state prostitution operation.

The Intelligence Unit is responsible for tactical and strategic intelligence operations and for the collection of raw intelligence data. Due to the inter-county travel of criminal suspects and certain violence prone groups, the Unit often acts as a clearing house and coordinator for information from other city and county law enforcement agencies.

An area of investigation which has gained some notoriety in recent years has been the criminal activity of outlaw motorcycle gangs in Maryland. Training programs on gang violence have become a part of the Maryland State Police in-service school agenda. This training has led to the arrest of gang members by patrol troopers and the receipt of a considerable amount of intelligence on gang criminal behavior. The information disseminated to field personnel within the Maryland State Police accounted for the criminal prosecution of several previously undetected crimes.

INTELLIGENCE DIVISION (CONTINUED)

The continuing threat of domestic terrorism or super violence in the United States has given the Unit the additional role of identifying potential terrorists. Members of the Unit have developed the ability to identify problems by researching international and domestic terrorist activities, and relating the incidents to possible targets in Maryland. Information is disseminated to command personnel on the patterns and trends of terrorist and violence prone groups.

The Narcotic Section has State-wide jurisdiction to conduct investigations into and make criminal arrests for violations of the Controlled Dangerous Substance Laws. Its investigations are conducted in all twenty-three counties as well as every incorporated municipality within the State. The objectives of the Narcotic Section are to develop the capability to identify persons responsible for major drug trafficking operations, to increase the inter-agency police and prosecutorial cooperation aimed at breaking up drug distribution systems, and to obtain convictions of key personnel.

During 1979, members of the Narcotic Section initiated 195 active investigations into violations of the Controlled Dangerous Substance laws of the State of Maryland. These investigations led to the arrest of 231 persons for a total of 620 charges for violations of the Controlled Dangerous Substance laws. Of those persons arrested, 18.6 percent were considered wholesale/major distributors; 76.7 percent were considered street level dealers; and 4.7 percent were considered user/possessors.

During the course of these investigations, \$18,201.50 of bait money was spent for the purchase of Controlled Dangerous Substances, the result of which was the recovery of Controlled Dangerous Substances valued at \$287,059.

The following Controlled Dangerous Substances were purchased as a result of the Narcotic Section activities:

Narcotic (Heroin, Morphine, Dilaudid, etc.)	\$94,667.00
Cocaine	81,880.00
Hallucinogenic (PCP, LSD, etc.)	23,929.50
Marijuana/Hashish	66,591.50
Non-Narcotic (Amphetamine, Methaqualone, Methamphetamine, Barbiturate)	19,787.50
Miscellaneous (Needles and Syringes)	204.00

NOTE: Whenever possible these figures are based on the "street" value of drugs when sold in usual "street" quantities.

Several investigations were conducted which involved joint efforts between the Maryland State Police Narcotic Section and other law enforcement agencies. One of these investigations involved a major smuggling operation stretching from the Eastern Shore of Maryland to the State of Florida. This case consumed approximately 2,710 man-hours of investigation by members of the Section.

Since early 1960, when the Narcotic Section was formed, the Maryland State Police has been a forerunner in the enforcement of the Controlled Dangerous Substance Laws in the State of Maryland. The reputation of the members of the Section is highly regarded. They have trained Maryland State Police personnel and many other county and municipal police in the State. Course material includes search and seizure procedures, case law, undercover operations, and electronic surveillance. Instruction has also been given to members of the State's Attorneys' offices, the judiciary, and out-of-state law enforcement agencies. Members of the Section presented approximately 475 hours of classroom training during 1979.

CRIME LABORATORY DIVISION

First Lieutenant Rocco J. Gabriele

The Crime Laboratory Division analyzes evidence submitted by law enforcement agencies in Maryland pursuing the investigation or prosecution of a criminal or motor vehicle offense. Division chemists and technicians analyze controlled dangerous substances, blood, hair, fibers, sperm, fingerprints, firearms, tool marks, questioned documents, blood alcohol, and other physical evidence.

A major decision rocked the Crime Laboratory during 1979. In June, the FBI adopted a national policy of not accepting any evidence from a state laboratory when the laboratory had the capability of performing the analysis on their own equipment. Additional local law enforcement agencies, not having facilities were encouraged to submit evidence to the state laboratories. The Maryland State Police had routinely sent the FBI between forty and fifty cases per month to reduce their backlog. When the practice was discontinued, the Crime Laboratory was facing the prospect of diminishing services to local agencies in light of an increasing workload.

These factors have contributed to the adoption of a new policy by the Crime Laboratory. Except in extenuating circumstances, physical evidence is no longer accepted for analysis unless a suspect has been identified. Cases coming to trial are given top priority. By the end of the year, some positive effects were noticeable, although the backlog of cases continued.

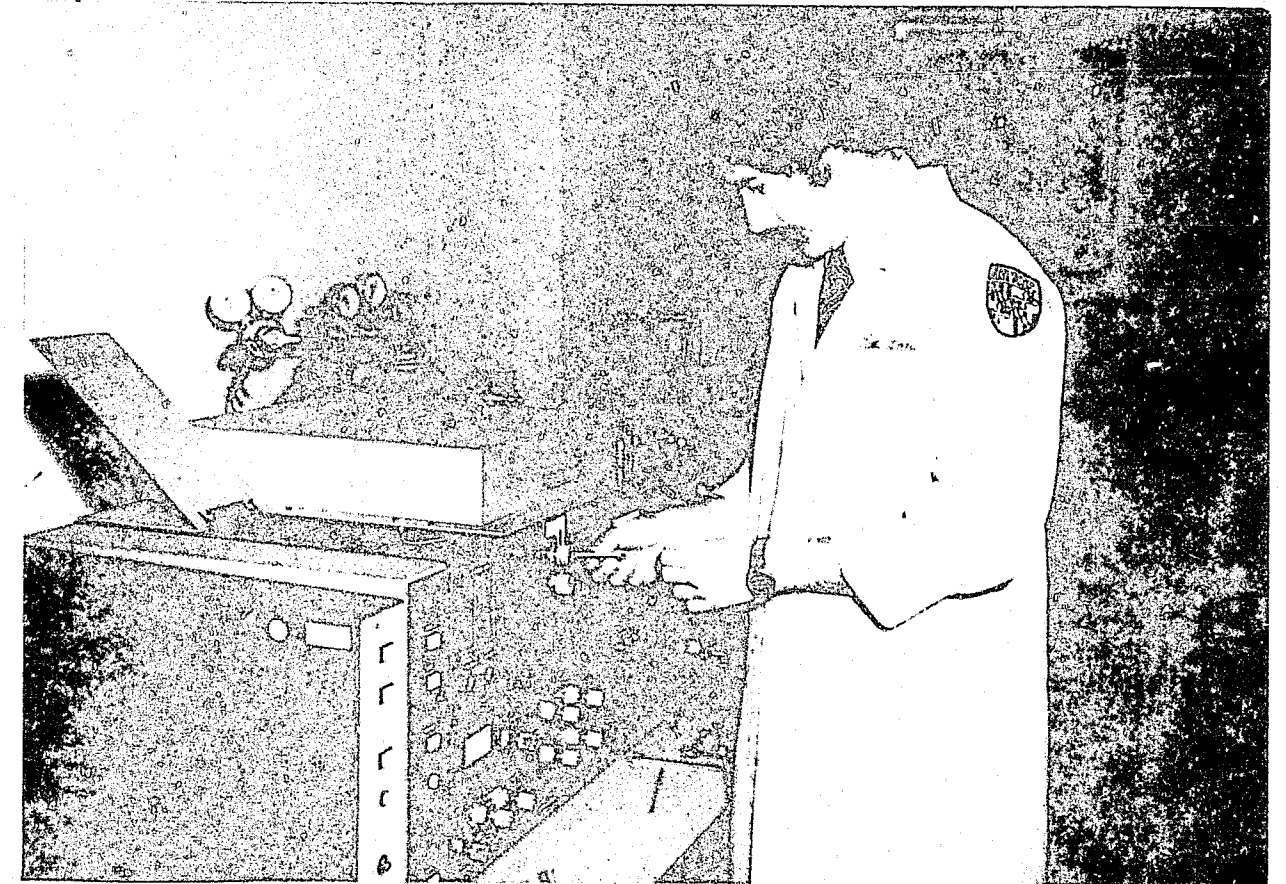
The ability of the Crime Laboratory Division to meet the demand for requests for analyses is dependent upon the number and quality of the examiners, and upon the instrumentation available. The acquisition of \$133,000 in federal funds during 1979 permitted the purchase of a gas chromatograph, one mass spectrometer, and five stereo microscopes. Two additional chemists were also employed.

The following statistics identify the laboratory activities during 1979.

Examination Requests Completed.....	1,810
Latent Lifts Received.....	10,893
Evidence Processed Chemically (pieces).....	4,025
Questioned Document Examinations Completed.....	425
Firearm Examination Completed.....	158
Tool Mark Examinations Made.....	511
CDS Cases Received.....	3,112
Arson Cases Submitted.....	92
Explosive Cases Submitted.....	7
Trace Evidence Cases Received.....	553
Blood Alcohol Cases Received.....	1,170
Total Court Time Hours.....	1,572.8



Even with the additional resources added during 1979, the Crime Laboratory continues to be overburdened with requests for analyses from local agencies. Future plans are being developed for a new, more spacious facility to house the laboratory.



Chief Chemist Jay Tobin tests the molecular fragmentation pattern of the drug PCP on a new gas chromatograph/mass spectrometer in the crime lab.

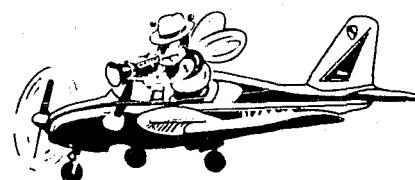
TRUCK ENFORCEMENT DIVISION

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 motor fuel tax. The Division checked, measured, and weighed 444,567 trucks and, as a result, issued 31,623 citations. This was an 11.6 percent increase in the number of citations issued during 1978. The increase was due in part to the addition of one roving patrol and the acquisition of more sophisticated portable weighing equipment. Fines collected by the courts for citations amounted to \$1,411,560. The Division also issued 23,247 warnings.

The Division has thirteen roving crews and three permanent weighing stations. In 1979, the Salisbury Scale House and the Foy Hill Scale House were closed for renovation. The Marlboro Scale House is scheduled to close in early 1980 for the same reason. These scale houses are expected to be replaced by modern ones by June 1980. Although a plan for the construction of new scale houses on major highways was developed several years ago, no progress has been made thus far with construction at these proposed sites. Truck traffic on major highways such as the John F. Kennedy Expressway, Routes 70 and 95 are subject to inspection only when a roving crew is working the area. Permanent scale houses have been planned for these highways.

AVIATION DIVISION



Captain Gary E. Moore

The Aviation Division maintains and operates a fleet of ten helicopters and two fixed-wing aircraft. Aircraft are based at the Frederick Airport, Martin's State Airport, Andrew's Air Force Base and at the Salisbury Airport. Crews are on-call twenty-four hours a day and provide services throughout the State.

The Division maintains liaison with and provides assistance to the Field Operations Bureau. During 1979, Division personnel logged 4,806 flight hours using the helicopter for search and rescue missions, reconnaissance, traffic, training, and miscellaneous enforcement areas. Med-Evac transported 1,800 patients to area emergency centers for treatment in the past year. Approximately 61,000 miles were logged in the fixed-wing aircraft for official transportation such as prisoner extradition.

On August 31, 1979, the Aviation Division, in cooperation with the Field Operations Bureau, introduced the Aerial Speed Enforcement Program (ASEP) using funds from a federal grant. A Cessna 182 airplane was purchased to work with a ground stopping team concentrating on those roadways in and around the Baltimore-Washington Metropolitan area having a 55 mph speed limit. During the four months of operation, 540 citations were issued. Measured courses were designated on many high speed roadways throughout the State. The crew shifted its enforcement operation from one area to another, concentrating on the most serious problem areas in the State. One advantage of the ASEP is its ability to detect and apprehend violators who habitually speed and use citizen band radios to detect and avoid traditional ground speed enforcement operations.

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

On February 14, 1979, the Frederick crew responded at the request of the U.S. Coast Guard, to the French ship "Voluta" for a sick crew member. The frozen Baltimore harbor made it impossible for a small boat to respond to the stranded ship, so the helicopter crew had to precariously land the craft on the ship. The victim was safely evacuated to the University of Maryland Hospital.

The Washington crew was requested on April 29 to search for a mysterious boat on the Potomac River suspected of smuggling drugs into the United States. The physical description given of the vessel was vague, but the alert helicopter crew was able to locate it. The vessel was seized and searched. Nearly \$7,000,000 of controlled dangerous substances were found on board.

On May 11, the Baltimore evening crew responded to the Annapolis area for a man dangling on one of the large naval radio towers. The victim had been attempting to grease the tower's guy wires when his safety belt gave way and trapped him on the tower. The H-34 Sikorsky helicopter hovered over the tower while a crew member was lowered from the craft to assist the victim. Both men were safely hoisted into the aircraft by the remaining crew.

Another unusual mission was completed by the evening shift of the Baltimore Section on May 16. They responded to a shooting incident at the intersection of Routes 2 and 100 near Glen Burnie. Two Anne Arundel County policemen had been shot at close range with a 16-gauge shotgun, while trying to apprehend a robbery suspect. One officer was flown to the Shock Trauma Unit while the other was taken to Union Memorial Hospital. Both officers recovered from their injuries to find out later that same night, the suspect had been shot and he was also flown by the Washington helicopter to the Shock Trauma Unit.

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. Members of the Division are responsible for licensing qualified garages and other facilities. They help to ensure that mechanics 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.

Implemented on January 1, 1979 was a requirement for all used trucks, truck-tractors, and all trailers to be inspected upon sale or transfer of ownership. A 48 percent increase in application investigations resulted from the new requirement.

From July 1978 to March 1979, the Noise Enforcement personnel assigned to the Division conducted vehicle noise studies on new, in-use, stock and modified cars, trucks, and motorcycles to determine the feasibility of measuring vehicle exhaust noise. As a result of this testing, a practical method and realistic standard was developed for passenger cars. A legislative amendment was recommended. The Bill, if enacted, would utilize a Safety Equipment Repair Order for citing vehicle operators for noise pollution. In the meantime, noise enforcement personnel have been assigned to teams throughout Maryland.

During the 1979 fiscal year, 120 vehicles involved in collisions were examined. Of these vehicles, 74 had one or more defects; a total of 170 defects were noted on all the vehicles checked. Of these defects, 43 were cited as either a causative or a contributing factor to the collision.

By December of 1979, Maryland had 1,314 authorized inspection stations. ASED personnel made 22,622 visits and inspections of these stations. There were 1,319 mechanics registered to inspect vehicles. Three hundred ninety-six complaints against stations had been received and investigated during the year. Tag suspensions issued by the Division came to 31,113. Safety Equipment Repair Orders issued by Maryland State Police personnel were 45,405 while other police departments in Maryland issued 52,192 repair orders.

Federal funding was sought to provide funds to purchase a computer terminal to link ASED with the Department of Motor Vehicles. A terminal was installed during 1979 to provide information regarding the status of vehicles such as changes in ownership, scrapping of vehicles, and transferring of registrations. The time consumed in the manual processing of suspension orders has been reduced by 10 percent as a result of the acquisition of the computer terminal.

AIRPORT DIVISION

Captain Richard O. Dunn

The Airport Division was established at Baltimore-Washington International Airport in July 1977. By a mutual agreement between the State Aviation Administration and the Maryland State Police, the Division is responsible for Airport security and the enforcement of traffic and criminal laws on Airport property.

Criminal activity at the Airport increased by 14.1 percent in 1979. This was accompanied by a corresponding increase in the arrest rate of 28.5 percent. Theft and security violations topped the number of reported incidents. Traffic violations, including summonses, warnings, and safety equipment repair orders, numbered 6,518.

AIRPORT DIVISION (CONTINUED)

Through cooperative enforcement efforts, a national warning system relating to the movement of known criminals has been established. Liaison has been established with the Customs Service and the Drug Enforcement Administration, both of whom have used information about money and drug traffic in the Airport provided by the Division's investigative staff. These agencies have in turn assisted Division personnel in discovering contraband and drug carriers.

The Division established a centralized locator system during 1979 to detect and apprehend persons filing fraudulent baggage claims. The program is a joint effort with Delta Airlines and is titled "Baggage Claim Information Center." It is designed to capture the information from each air carrier receiving lost baggage claims and correlate the information to establish a mode of operation. Similarities in claims filed against several handlers causes the claims to be flagged and investigations begun. Although this type of crime is well established throughout the United States, the new program has met with much success in identifying fraudulent claims.

EXECUTIVE PROTECTION DIVISION

Second Lieutenant Warner I. Sumpter

During the calendar year 1979, the Executive Protection Division underwent a major reorganization. Its duties, which had included security details for the Legislature, were narrowed to that of providing protection for the Governor, the Lieutenant Governor, the First Lady, the Government House, and the Governor's offices.

Security details were assigned to 148 Government House functions involving more than 5,000 visitors during the past year. Upon the Governor's request, uniform members were assigned to monitor tours, luncheons, and special events. There were 1,881 protective assignment moves covering the Governor and First Lady during 1979.

As a result of the Division's reorganization, the routine investigations not in the realm of protection, were assigned to the investigative staff of the Annapolis Barrack. Surveillance checks, electronic mail examination, and monitoring closed-circuit television cameras for surveillance inside and outside the Government House remains a part of the routine protective activities of the members of the Division. Besides personal protection, all locations to be visited by the Governor are investigated in advance of the visit. There were 217 advance surveys covering 11,853 miles of travel during the past year.

SECURITY SERVICES UNIT

Sergeant Ronald W. Ely

The Security Services Unit, formerly a part of the Executive Protection Division, became operational on October 3, 1979. The Unit provides security services for the Attorney General, the Comptroller of the Treasury, the President of the Senate, and the Speaker of the House. Members of the Unit are assigned to security details that cover public hearings and gatherings at the capital state offices. Eight officers from field installations are temporarily assigned to the Unit during the legislative session to provide security for the committee meeting chambers and the General Assembly.

LICENSING DIVISION

First Lieutenant Lynwood C. Clark

The Licensing Division administers the law concerning the sale, transfer, and registration of handguns, shotguns, rifles, machine guns, eavesdropping, wiretapping, and electronic listening devices. The Division also licenses and regulates private investigators and security guards, investigates and controls special police commissions, and licenses all canine dogs owned by Maryland police agencies. They control and issue handgun permits, provide a firearms tracing service, regulate firearms dealers, and control the issuance of permits to conduct outdoor music festivals.

New and renewal handgun permit applications processed during 1979 accounted for \$98,375 in fees. The money realized from these applications was used to supplement the operating funds of the Firearms Services Section. Members of the Section processed 3,935 new and renewal applications from citizens desiring to carry a handgun.

The License Services Section registered 26,122 guns in 1979. These were either compulsory registrations of handgun sales by licensed dealers, or they were voluntary registrations by individuals. There are approximately 896,000 weapons registered with the Division. The registrations are filed by make, caliber, and serial number. An alphabetic name file cross references the serial number file to enable easy access to the file by name or by serial number. Miscellaneous inquiries on weapons accounted for 3,945 file searches during 1979. Fees of \$6,020 were realized from the registration of fifty-five new firearms dealers and the renewal of licenses for 382 others.

Security guards, private detectives, and private detective agencies are subject to registration by the License Services Section. There were 11,398 applications for security guards and thirteen new private detective agency applications investigated, fifty-four individual private detective licenses issued, and 360 private detectives registered during the past year. Special police commission licenses were issued to 369 persons.

The Staff Inspection Unit conducted an administrative inspection of the Licensing Division during 1979. Their recommendations initiated two further studies by the Planning and Research Division. The first study suggested the consolidation of some licensing and registration forms in order to eliminate duplication of effort by the applicant and by the Division. The second study focused on the large volume of files already maintained in the Division. A complete file examination led to the recommendation for the purchase of a mini-electronic processing machine to support the registration information.

The Agency has requested the Legislature to increase the fees paid for the registrations and licenses issued by the Licensing Division. The fees realized in 1979 covered less than 40 percent of the cost of operating the Division.

Division Statistics

Total Guns Registered	896,000
Guns Registered in 1979	26,122
Firearm Dealers Licenses	437
Registered Machine Guns	808
K-9 Licenses	204
Private Detective Licenses	527
Security Guards Checked	11,398
Special Police Commission Licenses	369
Total Handgun Permits Outstanding	3,997
Weapons Received for Tracing	83

LOGISTICAL SERVICES BUREAU

Bureau Chief
Assistant Bureau Chiefs

Lieutenant Colonel Samuel R. Dorsey
Major John R. Kaiser
Major Bernard L. Weimer



TRAINING DIVISION

Captain Henry A. Cumberland

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

ENTRANCE LEVEL TRAINING

Anyone desiring to become a trooper in the Maryland State Police must attend the Entrance Level Training Program. This program is of twenty-four weeks duration and must be successfully completed before the candidate is allowed to enter the Field Operations Bureau. During this training the candidate can obtain fifteen college credits through an agreement with Catonsville Community College and Loyola College. Upon graduation from the Police Academy the Trooper Candidate must work with a senior Trooper until the candidate is capable of patrolling alone.

Basic police training is also presented to members of local law enforcement agencies upon request of the Police Training Commission. This program is a reduced version of the Entrance Level Training Program and is ten weeks in length. Basic instruction in police related topics is given by qualified State Police and members of other police agencies, as well as qualified civilian personnel. These training programs are coordinated by the Maryland Police Training Commission and are presented under its sponsorship.

The Entrance Level Training Program is divided into four categories: Traffic Law Enforcement, Criminal Law Enforcement, Police Skills, and General Police Studies. Major topics presented during the Entrance Level Training Program include:

Traffic Enforcement

The accident investigation program provides a thorough analysis of approved investigative techniques and procedures needed at the site of a motor vehicle accident in order to safeguard the scene and prevent additional damage or injury. The course is designed to teach techniques and methods in order to identify, preserve, collect, and analyze physical evidence. Also, how to arrive at a conclusion as to why an accident happened, how it happened, and who was at fault is taught. The Alcohol Influence Investigation course introduces the student to the effects of alcohol and how to distinguish the symptoms in persons who may be under the influence. In the final phase of the class, the student is exposed to the various chemical tests available to a defendant. The Motor Vehicle Law course is a comprehensive study of the Transportation Article of the State of Maryland with emphasis on the licensing of operators, registration of vehicles, and rules of the road as they relate to highway safety.

TRAINING DIVISION (CONTINUED)

Physical Education

The physical education program provides calisthenics and exercises to prepare the recruit for field service; competitive games to improve the individual's team coordination; defensive tactics to give the trooper confidence; and self defense tactics to protect himself in the event of an attack.

Emergency Care

This course is designed to train the officers in the application of emergency care principles. The following areas are addressed: cardiopulmonary resuscitation, bleeding, shock, injuries to the muscular-skeletal system, injuries to the skull, brain, neck, and spine, emergency childbirth, vehicular extrication, water-related emergencies, and many other emergency care techniques.

Criminal Law Enforcement

A comprehensive course on the organization of the Maryland courts reviews criminal pleas, statutes of limitations, extraditions, rendition of indictments, grand juries, petit juries, and court procedures. The constitutional aspects of arrest, search and seizure, interrogation and confession, self-incrimination, and right to counsel are discussed. One course on criminal law discusses the source, development, and current application of common-law and statutory crimes. A forensic science course teaches the techniques for collecting, preserving, and preparing evidence for court purposes.

Police in the Community

This course surveys the historical development of criminal justice in America, organization of federal, state, and local law enforcement agencies, staff functions, crisis intervention, human relations, and requirements for employment and promotion.

IN-SERVICE TRAINING

The In-Service Training portion of the Division is responsible for all training given to members of the Agency after their graduation from the Academy. Programs such as the mandated bi-annual In-Service Training, Criminal Investigators Seminars, Radar Training, VASCAR Operation and Breathalyzer Operations are a part of this training. The programs are taught by select State Police personnel and experts from other agencies. These training programs are also available to personnel from other law enforcement agencies and from agencies closely aligned with the law enforcement profession. In addition to the programs listed above, the Division will, within the resources available, develop specialized programs on a specified need basis. In-service training personnel conducted forty-eight different classes during the year for State Police Troopers. Twelve special classes were conducted for other police agencies.

The Training Division graduated two classes during 1979. The 78th recruit class graduated twenty-three males and three females on February 2, and the 79th class graduated thirty-eight males and five females on June 22, 1979.

SUPPLY DIVISION

Captain Gary A. Coonradt

The Supply Division, located in Jessup, is responsible for the acquisition, storage, distribution, delivery, and salvage of all Agency equipment, supplies, and uniforms. Acting under guidelines from the Department of General Services, the Division purchases, receives, inspects, and inventories Agency supplies and materials.

During 1979, the Division was faced with rising costs and a shrinking budget. Concern is evidenced in its efforts to expand service, and still provide the expenditures that each Division requires. An increase in workload and a loss of police and cadet positions have caused a restriction on some services. The Supply Division has increased its personnel by only one position in ten years while the supply volume has increased 268 percent and the budget has increased 138 percent. Automation has been suggested to alleviate the time used in taking inventories. It would provide a method for a better inventory turnover and a rotation of goods, which would help reduce the actual inventory investment of goods held in stock. Also, in pricing and cost coding, which are now done manually, man-hours would be reduced significantly. Efforts will be made in 1980 to acquire an automated system for the Division.

Salvage of used equipment plays a large part in the Division's activities. Approximately 13,000 square feet of storage space in the Supply Division's warehouse total capacity of 27,000 square feet, is devoted to the salvage and disposal of used capital equipment. Since 1977, a total of \$46,403 has been returned to the General Fund from salvaged equipment. Attempts were made in 1979 to dispose of an additional \$54,000 worth of goods. The Department of General Services is setting up a new department of Inventory Management to help speed salvage procedures within the State.



ELECTRONIC SERVICES DIVISION

Captain Martin H. Klos

The Electronic Services Division is responsible for the installation and maintenance of the Agency's communication equipment and that of some other state, federal, and local agencies. VASCAR and Radar equipment is also installed and maintained by Division personnel.

In 1979, fifty mobile repeaters were purchased and installed in all K-9 units, selected resident trooper vehicles, several Special Assault Team units, and three special traffic enforcement units. The repeaters enable the trooper to be out of his vehicle and continue to maintain communication with the barrack and other troopers in the area.

In response to a need to contact command personnel in emergencies when these personnel were not available by phone or radio, the Division developed a paging system for the State Police. Paging encoders were purchased and installed at twenty installations. Twenty-six pagers were issued to key personnel in specialized units and to installation commanders. This system provides constant access to these people anywhere in the State.

Program radio scanners were installed at Headquarters and the installations to enable the monitoring of other police agencies, fire departments, and local government agencies.

Radio channel overload on State Police frequencies has been a problem for several years. The Agency was successful in gaining four additional FCC frequencies during 1979. With assistance from the Motorola C & E engineering staff, and a computer developed distribution plan, the Agency will be able to utilize its present radio frequencies more efficiently by reducing channel loading and eliminating co-user interference.

CENTRAL ACCIDENT RECORDS DIVISION

Second Lieutenant Charles R. Troutman

Accidents investigated by all police departments in Maryland are forwarded to the Central Accident Records Division. During 1979, approximately 156,250 reports were forwarded for microfilming and data entry into the Maryland Automated Accident Reporting System. Copies of accident reports and photographs were furnished to 24,307 requestors. Fees realized from these requests amounted to \$53,363. Traffic accident statistics were published quarterly for the State and annually for inclusion in the National Safety Council Program.

The Citation Control Section prepared 296,350 traffic citations for data processing. From these, a monthly Maryland State Police report was published showing traffic enforcement activity by trooper and installation.

The Print Shop, also a part of this Division, produced 5,952,865 copies of various forms, orders, and documents for the State Police and other agencies. The Print Shop is vital to the functioning of the Agency since the Administrative and Patrol Manuals are printed there, as well as all the materials used in the Training Academy.

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.

During 1979, the Division faced the major challenge of fuel conservation. In light of soaring prices and lean budgets, this dilemma became the Division's number one priority. In fiscal year 1979, motor vehicle fuel costs amounted to \$2,188,109.

As a major operator of a large vehicular fleet within the State government, the Motor Vehicle Division has taken the position of setting an example to the general public on fuel conservation. Every avenue is being explored in discovering some breakthrough that can be passed on to the public. The Division has been swamped with literature and experimental items that are supposed to be a cure-all for fuel problems. The literature has been scrutinized, sample items have been installed in vehicles, and detailed performance records have been kept. So far, the results have not been significant. Oil companies have also taken part in the fuel problem by sponsoring seminars on conservation and by providing experimental synthetic oils, friction oils, and graphite impregnated oils to be tried in test vehicles. These experiments were still in progress at the end of the year.

Another innovation in fuel conservation has been the purchase and installation of thirty-five gasoline flo-scan meters in driving instructors' vehicles. The instructors are training the entire Maryland State Police force how to drive in the most economical manner. The flow meter makes it possible to visually observe the amount of gasoline being used while driving. In this manner, bad habits should be broken while fuel efficient habits should be instilled. The training will be extended to all the new recruits graduating from the Police Academy.

New car purchases in 1979 replaced 350 vehicles. One hundred and fifty smaller wheel base vehicles were purchased in an effort to cut fuel consumption. A marked increase in six cylinder cars were delivered. It remains the posture of the Agency to continue to use the large V-8 engines on patrol vehicles while equipping the support vehicles with the smaller engines. Budgetary requirements have required a change in trade-in policy requiring some vehicles to be kept over the three-year, 60,000 mile trade-in period.

CRIMINAL RECORDS CENTRAL REPOSITORY

Major Howard W. Dashiells

The Criminal Records Central Repository is charged with many varied responsibilities; the foremost of which is the collection, storage, and dissemination of criminal history information. Although operated by the Maryland State Police, the Repository is under the administrative control of the Office of the Secretary of Public Safety and Correctional Services. After making a criminal arrest, all law enforcement agencies within the State are required to submit a fingerprint card and a disposition of each case to the Repository. These records are available to criminal justice agencies as well as local, State, and federal government agencies. Also, to a limited extent, some private or non-governmental employers are included. Strict control over the dissemination of information is maintained according to State and federal privacy and security laws and regulations.

The Criminal Records Section received 334,203 requests for processing record information during 1979. The five-day-a-week, twenty-four hour operation checked nearly 1,358 requests per day. These figures represent a 10 percent increase over 1978. The computerized Identification Index that became operational in 1976 enabled a relatively quick response to the majority of these inquiries. However, the increase in workload coupled with a manpower shortage required personnel to work overtime.

During 1979, 91,500 criminal fingerprint cards and 23,350 non-criminal cards were classified, searched, and filed by the Fingerprint Section. Currently, there are 1,100,000 prints filed at the Repository.

With the passage of the first Maryland expungement law in 1972, the Division has experienced a yearly increase in requests for expungements. The Repository is the custodian of the official police records for the State and all orders for expungement are carried out by the Expungement Section. The 2,688 orders processed during 1979 represent a 24 percent increase in orders received over the previous year.

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.

During 1978, the Maryland State Police began collecting State-wide statistics on spousal assaults. The first annual report on spousal assaults was published in 1979. Maryland is one of the first states to collect spousal assault information. Since the widespread incidence of abuse has been publicized and documented, several facilities have been opened to give aid to abused spouses.

The upgrading of the computerized Maryland Interagency Law Enforcement System and the consolidation of computer operations with the Baltimore Data Center have had a negative effect upon the Division during 1979. The crime statistics, routinely published quarterly, have been delayed for several months. The on-line computer operation of Identification Index and MILES have been adversely affected by delays and programming problems. It is anticipated that these problems may be alleviated in 1980.

TELE-COMMUNICATIONS DIVISION

First Lieutenant Joseph O. Eccleston

The Tele-Communications Division operates the Agency's interstate and intrastate computerized information systems. The Maryland Interstate Law Enforcement System (MILES) is linked to the National Crime Information Center (NCIC) in Washington, D.C. via high speed data circuit. The system provides twenty-four hour access to state and national files concerning stolen vehicles, stolen license plates, stolen/missing guns, stolen articles, wanted/missing persons, stolen/missing/counterfeit/embezzled securities, and stolen boats. There are 145 MILES terminals located in federal, county, and municipal agencies throughout the State. The Division is also interfaced with the computerized National Law Enforcement Telecommunications System (NLETS) and the Maryland Motor Vehicle Administration.

The Tele-Communications Division has during the report year been involved in a State-wide computer upgrade of the MILES. Although the upgrade was to be completed in 1978, several problems were encountered which delayed the completion of the system. Message switching and storage capacity are significant problems that the Department of Public Safety Data Center are currently trying to solve. Although slight progress has been made to improve the operating capabilities of the new MILES, the Tele-Communications Division is working to make the system as efficient as possible.

The Division is also responsible for the operation of the Agency's twenty-four hour telephone system. Telephone calls for Civil Defense are also taken at Headquarters during evenings, weekends, holidays, and at other times when their staff is not available. Duty officers are assigned at Headquarters to maintain building security twenty-four hours a day.

CAPITAL IMPROVEMENTS DIVISION

Captain John E. Koontz

The Capital Improvements Division is responsible for the preliminary planning and technical specifications for the construction of new facilities, the renovation of current facilities, and the maintenance of the Headquarters complex. The Division focuses on long-range construction projects through the submission of the Capital Improvements Budget to the Department of Public Safety and Correctional Services and ultimately, to the General Assembly for approval.

The Maryland State Police owns twenty-six buildings, ten of which are on the Headquarters complex which also houses the Training Academy. Throughout the State, eight buildings are leased for posts, detachments, and support divisions.

Highlights of 1979 included the completion of the new College Park Barrack, and the beginning of construction of replacement barracks for Waterloo, Randallstown, and Glen Burnie. Plans for the design of the new Leonardtown Post were formally drawn up and a programmer was commissioned to develop the specifications for the new crime laboratory scheduled for construction during 1983.

A mutual decision was agreed upon between the State Aviation Administration and the Maryland State Police to relocate the headquarters of the State Police Aviation Division. A new aircraft hanger will be built on State-owned property at the Martins Airport site in the Middle River area of Baltimore County. Negotiations for property near the Golden Ring section of Baltimore County began in order to construct a building for the Valley installation currently located in State Highway offices in Lutherville.

HIGHLIGHTS OF 1979

February 2, 1979

The 78th Trooper Candidate Class graduated twenty-six men and three women troopers.

February 1979

Colonel Thomas S. Smith, Superintendent of the Maryland State Police received a special highway safety award from the American Trucking Association in recognition of Maryland's innovative programs to save lives and fuel on the highways.

April 30, 1979

The Maryland State Police unveiled a new State-wide traffic enforcement program aimed at apprehending speeders. Governor Harry Hughes' "get tough" order to the State Police was executed by using high enforcement visibility as a reminder to slow down, also four-way flashers when operating on 55 mph roads where traffic speeds creep up, and rolling road blocks to slow all lanes of traffic. Nontraditional enforcement vehicles such as trucks, vans, foreign cars, and aircraft were employed.

May 16, 1979

The State Highway Administration and the Maryland State Police teamed up to keep traffic moving to and from the Eastern Shore of Maryland. A special sign is posted along Route 50 to advise motorists of traffic conditions and new methods were planned to alleviate weekend automobile backups on the William Preston Lane, Jr. Memorial Bridge.

May 18, 1979

Baltimore City hosted the National Highway Traffic Safety Administration's conference to discuss the 55 National Maximum Speed Limit programs within each state.

Marked State Police cars working on the interstate highway system in Maryland displayed "Operation CARE" stickers as a reminder to motorists to drive with care. Drivers were urged to stay within the posted speed limits, to use their safety belts, to signal when changing lanes, and to leave a safe space between their vehicle and the vehicle ahead of them.

May 29, 1979

According to figures compiled by the Maryland Energy Policy Office, the Maryland State Police speed crackdown resulted in a monthly saving of 2,352,000 gallons of fuel. Troopers issued 18,450 speeding tickets within four weeks.

June 4, 1979

The Maryland State Police formed the BAT Patrol to concentrate on Bus And Truck drivers who speed and intimidate other motorists. Using unconventional vehicles, the troopers primarily looked for speeding, tailgating, and improper passing violations. The cooperative program was sponsored by the Maryland State Police, the Maryland Truck Association, the Maryland Independent Truckers, the Drivers Association, and the Federal Bureau of Motor Carrier Safety. The truck owners and the Federal Bureau of Motor Carrier Safety were notified when serious truck and bus violations occurred.

HIGHLIGHTS OF 1979 (CONTINUED)

June 22, 1979

The 79th Trooper Candidate Class graduated thirty-eight men and five women troopers.

July 1, 1979

A new Maryland motorcycle helmet law took effect. Only persons less than eighteen years of age were required to wear helmets. A cooperative information campaign was developed by the Maryland State Police, the Maryland Department of Transportation, and the Motorcycle Safety Foundation to encourage the wearing of helmets by all motorcyclists.

August 17, 1979

Eight more State Troopers completed a thirty-two hour course on noise abatement enforcement to help identify noisy vehicles. A total of nineteen Troopers using decibel meters to enforce the noise abatement laws were assigned to patrol fifty different sites around the State.

September 8, 1979

Lieutenant Meryl I. Morgan, a twenty-seven year State Police veteran died of a heart attack in Ocean City, Maryland. Lieutenant Morgan was Commander of the Central Accident Records Division where he had been assigned since July 1976.

October 1979

Corporal Franklin R. Evans, assigned to the Truck Enforcement Division (Salisbury Scale House) was selected as the Law Enforcement Officer of the Year by the Interstate Cigarette Tax Enforcement Group for seizing more than 38,000 cartons of untaxed cigarettes and confiscating fourteen "bootleg cigarette" vehicles during the past six years.

November 1979

Police officers and federal agents conducted a series of coordinated pre-dawn arrests in connection with a seventeen-month long bogus fencing operation. Undercover State Troopers and FBI Agents, posing as fences, bought approximately \$1.5 million worth of stolen property in "Operation Bear Trap."

December 18, 1979

The Resident Trooper Program in Carroll County was awarded the Certificate of Achievement from the National Association of Counties.

December 28, 1979

The Aviation Division was honored for their life-saving Med-Evac services by the Exchange Club of Catonsville, Maryland. Since March 1970, over ten thousand critically ill or injured patients have been transported by Med-Evac helicopter.



Mother Goose Is on the Loose

by Bill Ryan

The cover story of the June 3, 1979 Parade Magazine featured an in-depth story on the Maryland State Police innovative traffic enforcement program. Twenty-two million copies were distributed nationwide with an estimated readership of fifty million persons.

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