

STATE POLICE REPORT
CALENDAR YEAR 1955
FOR STATE HIGHWAY
REPORT FISCAL YEAR 54-55

July 1, 1955

To the Chairman and Members of the
State Highway Commission
Dover, Delaware

Gentlemen:

I respectfully submit herewith a report of the activities of the State Police Division for the calendar year 1954.

The report includes the important items in each of the State Police Divisions.

The excellent support and assistance rendered by the members of the State Highway Commission is sincerely appreciated.

Very truly yours,

COLONEL HARRY S. SHEW
Superintendent

ADMINISTRATION and ORGANIZATION

The Executive Division of the Delaware State Police was broadened to include an additional Major, known in the organization as a "Field Force Commander".

The increased responsibilities of the Superintendent and the Executive Officer left them little time for personnel problems. Realizing the importance of these problems and of an annual interview with all members of the Department, the Commission authorized the rank of Major, assigned as Field Force Commander, in charge of field activity and personnel problems. On July 15, 1954, Captain Frederick K. Lamb was promoted to the rank of Major, and assigned to this position.

It is felt that the work of the Field Force Commander will be a great benefit to morale, and will create a closer liaison between the Executive Division and the field.

On May 15, 1954, the Diamond State Telephone Company completed the installation of a 7-station inter-Departmental teletype. The installation of the teletype system within the Department has accomplished many things. There is much closer contact between the State Police and the Motor Vehicle Division (in whose office a teletype machine was also installed), in the furnishing of licensing and registration information to the field. This will free the radio network, which had become overburdened because of the length of time required to copy this information; Departmental telephone bills will be reduced; the transmission of information wherein accuracy is of the utmost importance will be greatly facilitated; and, lastly, it will permit Headquarters to transmit messages in written form to all Troops, as in the case of General Orders, instructions, etc.

During 1954, there was designed and presented to all retired members a Certificate of Service, showing they had completed twenty years of service with the Department, and, as a result thereof, had been honorably retired. These certificates were signed by The Honorable J. Caleb Boggs, Governor of the State of Delaware; Hugh R. Sharp, Jr., Chairman of the State Highway Commission; and Colonel Harry S. Shew, Superintendent of the Delaware State Police.

On April 19, 1954, Captain C. Preston Poore was awarded a three weeks' scholarship at the Northwestern Univers-

ity Traffic Institute, in Evanston, Illinois. This was the fourth such scholarship awarded to Captain Poore, and completes the course in Driver Training — Driver Improvement. These scholarships are awarded by the American Association of Motor Vehicle Administrators.

The Delaware State Police were honored by the election of Major Carl Schnetter, Executive Officer, as President of the Harvard Associates in Police Science, during their annual convention held at Richmond, Virginia, on June 10, 1954.

On July 15, 1954, the following promotions were made:

Lieutenant Walter J. Shaffer to Captain

Lieutenant John W. Conrad to Captain

Lieutenant Cazenove C. Seitz to Captain

Lieutenant Samuel H. P. Stant to Captain

Sergeant Harry C. Stevens to Lieutenant

With the May 15th ruling of the United States Supreme Court, holding that segregation within the public schools of the country was unconstitutional, a potential police problem was sensed, especially in the southern portion of the State. At that time, the Department took steps to keep its finger on the pulse of the feelings in that area; and in September, 1954, when several Negro students were admitted to the Milford High School, the Department was abreast of the situation. While feelings ran high in the area, there was no actual disorder; and it is felt this was due to the preparation and understanding of the problem by the State Police, and the impartial attitude displayed by them throughout the entire period of the situation.

Our Department was again honored on a national scale when J. H. Tyler McConnell, a former Chairman of the State Highway Commission, was selected to address the International Association of Chiefs of Police at their annual convention in New Orleans, Louisiana on September 27th. Mr. McConnell did an outstanding job in covering the subject of public relations. As an excellent example, he cited the program used by this Department to assure public acceptance, prior to the use of Radar for speed detection. His talk was well received by all those in attendance.

ANNUAL REPORT — COMMUNICATIONS DIVISION

The Communications Division can look back with considerable pride to another year of great advancement. It had installed and is operating a private line teletype system, had developed an even more efficient radio communications service organization, witnessed the beginning of a much needed state owned highway radio system, assisted in the establishment of an operating organization made up of representatives of all state agencies interested in radio communications and had shown excellent progress in assigned duties for Civil Defense.

The Delaware State Police radio system, since its installation in 1941, has grown and is used by many departments within the state. The State Fish and Game Commission is now reporting to the various Troops by radio and their wardens are receiving many of their assignments in this manner. The Delaware Memorial Bridge has been operating radio along with the State Police, not only for close police coordination, but for administrative convenience of their maintenance personnel. The State Highway Department made use of the radio facilities by placing a small number of radio units in operation in all three counties to help with some of their administrative problems. Various additional volunteer ambulances, municipal police, the Federal Bureau of Investigation, Department of Civil Defense and New Castle County Police have operated in our radio net for quite some time. With all this activity, it has been very advantageous to have our own private line teletype system. With this system, a confidential typewritten message can be sent to any member of the State Police, to any Troop or to the Motor Vehicle Department for license information. This system has not only resulted in more radio "on the air" time to carry out the aforementioned assignments, and greatly simplified administrative tasks, but has also made possible considerable saving in time and associated expense.

Steady progress has been made in the radio maintenance performed by civilian technicians to keep the radio communications equipment operating in the best possible manner. This has resulted from a continued program in advanced service methods and vigorous preventive maintenance schedules. Each technician has been assigned specified responsibilities and does this work automatically.



Col. Shew inspecting new teletype installation

In the latter part of the past year, the State Highway Department started the construction of their own radio communications system. Base station facilities were purchased and placed in operation at the Delaware Memorial Bridge, with control points at the County Division Engineers Office in New Castle and another located at their main county maintenance shop near State Road. Thirty-seven mobile radio units in administrative cars and maintenance trucks were installed.

Also, during this past year, a thorough study was made by a committee formed of all state agencies interested in Radio Communications. Chairman of this committee is the Director of the State Police Communications Division. This study has resulted in a better understanding of the proper use of radio and the problems involved, together with recommended legislation for greater economy. This committee was appointed by the Governor and is still functioning.

Civil Defense assignments of the Communications Division have also shown progress. Installing of emergency equipment in the various control centers has been completed and a program of instruction for civilian personnel to operate this equipment, in the event of activation, is well under way. The Air Defense Commission equipment, used to sound Air Raid Warning devices by radio throughout our State, is now operating satisfactorily. This has made Delaware the most advanced of any state in the dissemination of Air Raid Warnings. This operation is another responsibility of the State Police Communications Division.

TRAFFIC BUREAU

The problem of safety on our streets and highways can never be divorced from its humanitarian implications. Motor vehicle accidents kill and disable people, as well as literally steal money from our pockets.

The average citizen should realize that, whether or not he is directly involved in an accident, he pays:

He pays in the form of increased insurance rates.

He pays in increased taxes.

He pays in physical pain and suffering and loss of earning power, when he is directly involved in accidents.

The Traffic Bureau, recognizing the seriousness of the traffic accident problem, has dedicated itself to the reduction in lives lost, injury and property damage. The Bureau has constantly suggested changes in procedure, and the use of the latest type equipment in the war on accidents, such as:

1. The use of plain cars to apprehend the chronic but wary violator.
2. Plain clothes troopers in plain cars to suppress drag races on public highways.
3. Increased use of radar, by extending its use into the hours of darkness.
4. Special emphasis placed on the drinking driver.
5. The use of civilian crossing guards at school crossings, to release much needed police personnel for over-all police work.
6. More thoroughly acquainting the public with the traffic problem through the media of radio, television, newspapers and speeches before schools, civic groups, industrial groups, State employees and the Military.

The work of the department, plus the cooperation and support of the coordinating safety agencies, in our opinion, played an important part in the excellent traffic accident record for 1954.

During the year, the State Police patrolled 2,561,791 miles, an increase of 8% over the 2,364,809 miles patrolled in 1953.

TRAFFIC LAW ENFORCEMENT

During the year, there were 18,231 arrests made for violations of the traffic laws, an increase of 30% over 1953 arrests. Of these, 17,871, or 98%, resulted in convictions.

Since the primary purpose of traffic law enforcement is to prevent accidents, enforcement was directed toward dangerous moving or accident producing violations. As a result, 16,324, or 90%, of the total arrests were for dangerous moving violations, an increase of 3,987 in this type of arrest over the year 1953.

The increase in traffic arrests is due to the large amount of speed violations; this is explained by the extensive use of radar in 1954.

Arrests for other violations were just about the same, by comparison, for the 1953 and 1954 figures

The list of offenses and the number of arrests for each are as follows:

ARRESTS MADE FOR DANGEROUS MOVING VIOLATIONS

	1953	1954
Operating under the influence	192	259
Speed violations	6652	11048
Right-of-way	297	298
Wrong side of road	285	264
Reckless Driving	938	870
Improper passing	522	614
Failure to signal	115	85
Disregarded stop sign or signal	1050	1005
Passed stopped school bus	13	13
Improper turning	178	196
Assault and Battery by Motor Vehicle	25	18
Manslaughter	22	37
Following too close		160
Miscellaneous dangerous moving violations	231	95

ARRESTS MADE FOR EQUIPMENT VIOLATIONS

Light violations	54	57
Brake violations	250	212
Flare violations	198	79
Other equipment violations	124	118

ARRESTS MADE FOR PEDESTRIAN VIOLATIONS

Pedestrian intoxication	462	387
Other pedestrian violations	74	94

ARRESTS MADE FOR LICENSE AND REGISTRATION

	1953	1954
Driver License violations	1076	1180
Registration and title violations	177	198
Operating during period of suspension or revocation		113

ARRESTS MADE FOR MISCELLANEOUS VIOLATIONS

Parking violations	242	240
Oversize and overweight violations	203	118
Leaving scene & failure to report accident	328	315
Operating motor vehicle without consent	34	29
Others	165	204

It has been the policy of this Department to have the Trooper, who has personal contact with the violator, decide as to what type enforcement he feels would be the most effective deterrent to that individual. Accordingly, our Troopers issued 101,157 written reprimands to drivers and 2,734 reprimands to pedestrians during 1954.

CITY OF WILMINGTON	9 FATAL ACCIDENTS	\$ 239,800
	11 PERSONS KILLED	
	582 PER. INJ. ACC.	644,050
	699 INJURED	
	<u>2214 PROP. DAM. ACC.</u>	<u>553,500</u>
TOTAL ACC.	2805	TOTAL COST 1,457,350



**DELAWARE'S 1954
ESTIMATED ECONOMIC
LOSS from traffic accidents**

STATE EXCEPT WILMINGTON	75 FATAL ACCIDENTS	1,809,500
	83 PERSONS KILLED	
	1054 PER. INJ. ACC.	1,558,000
	1640 INJURED	
	<u>4006 PROP. DAM. ACC.</u>	<u>1,001,500</u>
TOTAL ACC.	5135	4,369,000



• STATEWIDE TOTAL \$5,826,350

MOTOR VEHICLE TRAFFIC ACCIDENTS

In 1954, there were 5,135 accidents tabulated by the Traffic Bureau. Of these, 4,639 were investigated by the State Police, and 766 were investigated by Municipal and County Police and reports forwarded to this Bureau.

For the first time in 10 years, the constant increase in traffic accidents seems to have been halted. While total figures indicate an increase, it is pointed out that 1954 was the first time reports were received from the County Police and the city of Milford. These departments reported a total of 262 accidents, and when these figures are deducted from the total for comparison, a reduction of 0.4% is indicated for the over-all accident picture, with decreases of 10.8% in fatal accidents, 2.9% in personal injury accidents, and an increase of 1.0 in property damage accidents.

There were 75 fatal accidents which resulted in 83 persons losing their lives, and 1,054 personal injury accidents resulting in 1,640 persons being injured.

The large amount of transient traffic is reflected by the fact that 28.4% of drivers involved in all accidents, and 35.1% of the drivers involved in fatal accidents, were residents of other states.

The problem of the drinking driver becomes more apparent, when we consider that 52% of the fatal accidents involved either a drinking driver or a drinking pedestrian. This problem is also reflected in the number of hit-and-run accidents. Experience has shown that many times the reason a driver will leave the scene is because he has been drinking, and does not wish to face the police in that condition. During 1954, there were 159 hit-and-run accidents reported; of these, 135 were solved by investigation, and the drivers apprehended.

SUMMARY OF TYPES OF MOTOR VEHICLES INVOLVED IN ACCIDENTS

	ALL ACCIDENTS	FATAL ACCIDENTS
PASSENGER CAR	6902	79
PASSENGER CAR & TRAILER	6	
PASS. CAR & HOUSE TRAILER	4	
TRUCK	1017	13
TRUCK & TRAILER	12	
TRUCK TRACTOR	72	
TRUCK TRAC. & SEMI. TRL.	121	6
OTHER COMBINATIONS	75	2
OTHER TRACTOR	2	1
TAXICAB	2	
BUS	46	
SCHOOL BUS	26	
MOTORCYCLE	33	1
OTHER	137	3
NOT STATED	88	2
TOTAL VEHICLES	8545	108

TABLE A—TYPE OF ACCIDENT, URBAN-RURAL LOCATION

I. Type of Accident	No. of Accidents				No. of Persons				Comparative Totals						
	All Accidents	Fatal	Non-Fatal	Property Damage	Total Killed	Total Injured	Severe	Slight	Same Month Last Year	This Year to Date	Same Period Last Year	Change from Same Period	%		
Collision of Motor Vehicle with—															
1. Pedestrian	173	12	91	137	13	98	25	73	101	13	98	121	18	109	%
2. Other motor vehicle	3669	22	500	2910	32	866	165	699	3669	32	866	3214	143	968	%
3. Railroad train	15	1	1	10	2	5	1	4	15	2	5	16	3	16	%
4. Street car	2	—	—	—	—	—	—	—	—	—	—	—	—	—	%
5. Animal-drawn vehicle	2	—	—	1	—	1	—	—	2	—	1	3	—	5	%
6. Bicycle	30	1	29	—	1	30	10	20	30	1	30	19	2	13	%
7. Animal	58	—	—	52	—	8	—	—	58	—	8	66	—	5	%
8. Fixed object	291	3	56	235	3	90	12	79	291	3	90	291	5	87	%
9. Overturned in roadway	83	2	21	50	2	11	11	—	83	2	11	81	—	94	%
10. Ran off roadway	1019	20	302	688	27	172	116	358	1019	27	172	1011	11	399	%
11. Other non-collision	53	2	28	23	2	27	5	22	53	2	27	56	—	32	%
12. Miscellaneous	9	—	—	7	—	—	—	—	9	—	—	—	—	—	%
Totals	5135	75	1058	1026	83	1610	316	1296	5135	83	1610	1889	108	1653	%

II. Urban-Rural Location															
Incorporated city or town															
Below 1,000 population															
1. 1,000 to 2,500 pop.	162	2	23	137	3	29	3	26	162	3	29	233	3	56	%
2. 2,500 to 5,000 pop.	158	1	21	136	—	28	2	26	158	—	28	85	—	35	%
3. 5,000 to 10,000 pop.	12	—	—	27	—	23	3	20	12	—	23	153	—	20	%
4. 10,000 to 25,000 pop.	513	1	79	133	1	115	20	95	513	1	115	259	4	149	%
5. 25,000 to 50,000 pop.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	%
6. 50,000 and over	—	—	—	—	—	—	—	—	—	—	—	—	—	—	%
Total urban accidents	876	3	111	732	4	195	28	167	876	4	195	730	7	160	%
Outside incorporated areas															
7. State highway	1259	72	913	3274	79	1115	116	1129	1259	79	1115	1159	101	1193	%
8. County and local road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	%
9. Other	—	—	—	—	—	—	—	—	—	—	—	—	—	—	%
10. Total rural accidents	1259	72	913	3274	79	1115	116	1129	1259	79	1115	1159	101	1193	%
Totals—All locations	5135	75	1058	1026	83	1610	316	1296	5135	83	1610	1889	108	1653	%

TABLE B—AGE, SEX, and RACE OF KILLED AND INJURED PERSONS
(See table 6 for age, sex, and race of drivers)

Age Group and Race	Persons Killed									Persons Injured								
	All Persons			Pedestrians			Bicyclists			All Persons			Pedestrians			Bicyclists		
	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female
1. 0-4 years	2	—	—	—	—	—	—	—	—	59	36	23	17	12	5	—	—	—
2. 5-9 years	2	—	—	—	—	—	—	—	—	93	60	33	37	25	12	11	8	3
3. 10-14 years	6	5	1	—	—	—	1	1	—	61	42	19	5	4	1	13	11	2
4. 15-19 years	6	1	5	—	—	—	—	—	—	217	165	52	3	—	—	—	—	—
5. 20-24 years	11	13	1	—	—	—	—	—	—	289	237	52	3	3	—	—	—	—
6. 25-29 years	16	14	2	—	—	—	—	—	—	335	229	106	7	5	2	—	—	—
7. 30-34 years	12	11	1	—	—	—	—	—	—	242	157	85	8	7	1	—	—	—
8. 35-39 years	8	7	1	—	—	—	—	—	—	152	105	47	9	7	2	—	—	—
9. 40-44 years	12	10	2	—	—	—	—	—	—	108	59	49	5	3	2	—	—	—
10. 45-49 years	3	2	1	—	—	—	—	—	—	16	23	23	2	2	—	1	1	—
11. 50 years and over	5	4	1	—	—	—	—	—	—	15	7	8	2	2	—	—	—	—
12. Not stated	—	—	—	—	—	—	—	—	—	33	5	28	—	—	—	—	—	—
Total persons	83	71	12	11	11	2	1	1	—	1610	1075	535	99	71	28	28	21	7
13. White	72	62	10	10	9	1	1	1	—	1311	870	441	76	53	23	26	22	4
14. Negro	11	9	2	3	2	1	—	—	—	285	197	88	22	18	4	2	2	—
15. Other	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
16. Not stated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total persons	83	71	12	11	11	2	1	1	—	1610	1075	535	99	71	28	28	21	7

TABLE C
IMPORTANT CIRCUMSTANCES AND CONDITIONS

The schedule to the right summarizes the circumstances and conditions under which accidents occur, and the actions which contribute to accidents. The material is shown elsewhere in the summary, but here is brought together and stated in percentage form to facilitate its use.

The percentages represent the proportion of accidents which were reported to have had each of the various contributing factors—not the percentages of drivers or vehicles.

Circumstance or Condition	All Accidents	Fatal Accidents
All Types of Accidents		
1. Driver violated, including drinking	59.0 %	62.0 %
2. Driver defects	1.0 %	2.1 %
3. Driver vision obscured	1.9 %	1.3 %
4. Vehicle defects	1.8 %	9.3 %
5. Pedestrian violated or acted unsafely*	3.8 %	31.0 %
6. Pedestrian defects, including drinking	0.1 %	16.0 %
7. Road defects	5.9 %	5.3 %
8. Night	37.5 %	67.2 %
9. Weather—cloudy, rainy, snowy, etc.	38.2 %	11.7 %
10. Road wet, icy, snowy, etc.	25.0 %	29.7 %
11. At intersection	35.1 %	18.6 %
12. Road curved	15.8 %	25.3 %
13. Road on grade or hill	9.3 %	21.3 %
14. —	%	%
15. —	%	%
16. —	%	%
17. —	%	%
* Pedestrian Accidents Only		
18. Pedestrian violated or acted unsafely	83.1 %	91.6 %
19. Pedestrian defects, including drinking	22.3 %	69.2 %
Bicycle Accidents Only		
20. Bicycle violated, acted unsafely, or had defective equipment	83.3 %	100 %

TABLE D—CUMULATIVE MILEAGE DEATH RATES

	This Year	Last Year	Percent Change
1. Motor vehicle traffic deaths			%
2. Estimated motor vehicle mileage traveled (millions)			%
3. Death rate per 100,000,000 vehicle miles			%
4. Pedestrian Accidents Only			%
5. Pedestrian violated or acted unsafely	83.1 %		91.6 %
6. Pedestrian defects, including drinking	22.3 %		69.2 %
7. Bicycle Accidents Only			%
8. Bicycle violated, acted unsafely, or had defective equipment	83.3 %		100 %

Source: Safety Council Bulletin 1 (1962)—1. B & P 2-144 - 2/64

TABLE E-DIRECTIONAL ANALYSIS
An accident involving a motor vehicle, bicyclist, etc., is classified according to the first event

I. Pedestrian Accidents	All Accidents	Fatal Accidents				Non-Fatal Injury Accidents				
		Total	Car	Car	Non-	Total	Car	Car	Non-	
		Fatal	Entering	Within	Inter-	Fatal	Entering	Within	Inter-	
		Accidents	Car	Car	section	Accidents	Car	Car	section	
			Leaving	Not	Not		Leaving	Section	Not	
			Not	Stated	Stated		Not	Stated	Stated	
			Stated				Stated			
1. Car going straight	91	32	1	1	17	82	5	5	2	70
2. Car turning right										
3. Car turning left	6					5		2		3
4. Car backing	2					2				2
5. All others	2					2				2
6. Not stated										
Total pedestrian accidents	103	32	1	1	17	91	5	7	2	77
II. Two Motor Vehicle Intersection Accidents		All Accidents	Fatal	Non-Fatal	Property Damage	IV. All Other Accidents				
						All Accidents	Fatal	Non-Fatal	Property Damage	
1a. Entering at angle—both going straight	155	7	100	318	1a. Collision with non-motor vehicle, train, street car, bicycle, etc.—at intersection	25	2	16	7	
b. Same—same right turn, other straight	17			17	b. Same—not at intersection	77		20	62	
c. Same—same left, other straight—from right	11	1	3	17	1a. Collision with fixed object in roadway—at intersection	69		12	57	
d. Same—same left, other straight—from left	15		6	39	b. Same—not at intersection	210	1	31	178	
e. Same—all others	50		4	51	a. Overturned in roadway—at intersection	13		4	6	
2a. From same direction—both going straight	67		13	51	b. Same—at intersection	72	1	27	111	
b. Same—same right turn, one straight	14		3	11	a. Left roadway—at intersection—then overturned	27		7	20	
c. Same—same left turn, one straight	226	1	18	207	b. Same—then struck fixed object	78	1	20	57	
d. Same—same stopped	381		50	331	c. Same—then struck other vehicle	5	1	1	4	
e. Same—all others	12		2	17	d. Left roadway—at curve—then overturned	117	2	33	84	
3a. From opposite direction—both going straight	21		5	18	b. Same—then struck fixed object	231	13	76	145	
b. Same—same left turn, one straight	10	1	16	67	c. Same—then struck other vehicle	3		1	2	
c. Same—both turning left	1		1	28	d. Same—then struck pedestrian	116	2	62	92	
d. Same—all others	11		3	28	e. Same—then struck other vehicle	9	1	5	3	
4. Not stated					f. Same—then struck pedestrian	11		11	11	
Total two motor veh. intersection accidents	1532	10	223	1279	g. Left roadway—on straight road—then overturned	392	5	122	272	
III. Two Motor Vehicle Non-Intersection Accidents		All Accidents	Fatal	Non-Fatal	Property Damage	V. All Other Accidents				
						All Accidents	Fatal	Non-Fatal	Property Damage	
1a. Going opposite direction—head-on collision	59	6	21	29	1. Different moving vehicle	2		27		
b. Same—side-swipe collision	212	3	31	175	2. Occupant fell from vehicle—boarding or alighting in traffic	2	2	27		
2a. Going same direction—rear-end collision	312	3	71	256	3. Tripped upon vehicle (no other event)	1		1		
b. Same—side-swipe collision	213	2	28	185	4. Mechanical failure (no other event)	1		1		
3. One car parked—proper location	271		21	250	5. Fire (no other event)	1		1		
a. One car parked—improper location	26		5	21						
c. One car stopped in traffic	188	2	59	127						
4a. One car forward from parked position	10	1	1	13						
b. One car backward from parked position	38		1	18						
c. One car backed into parked position	7		1	6						
5a. One car entering alley	2		2	12						
b. One car leaving alley	119	1	15	129						
c. One car entering driveway	52		6	46						
d. One car leaving driveway	122	1	7	111						
7. All others	122		7	111						
8. Not stated										
Total two motor veh. non-intersection acc.	1052	19	277	1661	Total all other accidents	1563	31	163	1066	

TABLE F-PEDESTRIAN ACTIONS

Pedestrian Actions by Age, Sex and Light Conditions	Total Pedestrians	Pedestrians Killed	Pedestrians Killed and Injured															
			Age										Sex		Light Conditions			
			0-4	5-9	10-14	15-19	20-24	25-44	45-64	65-84	85-99	Not Stated	Male	Female	Overlight	Dusk	Darkness	Not Stated
1a. Crossing at intersection—with signal	1																	
b. Same—against signal	3	1																
c. Same—no signal	10	1	1	2	2	1	1	2	1	1	3	2	8					3
d. Same—signposted	4																	
2. Crossing not at intersection	51	6	12	19	2	1	7	8	5	1	38	16	15	3	15			
3. Coming from behind parked cars	19		3	12							1	12	7	16	2	1		
4a. Walking in roadway—with traffic—sidewalks available																		
b. Same—sidewalks not available	8	2					1	3	4		5	3	4					1
c. Walking in roadway—against traffic—sidewalks available																		
d. Same—sidewalks not available	4	1						1	3		4							1
5. Standing in safety zone																		
6. Getting on or off street car																		
7. Getting in or off other vehicle																		
8. Pushing or working on vehicle in roadway																		
9. Other working in roadway																		
10. Playing in roadway	4		1	1	1	1					4		3	1				
11. Hitching on vehicle	1	1									1							
12. Lying in roadway	1	1									1							
13. Not in roadway	1	1									1							
14. Not stated	1	1									1							
Total pedestrians	111	13	18	26	5	3	4	15	22	7	81	28	70	6	15			
Additional information on pedestrians included above:																		
1. On sled	1										1							
2. On rooster wagon, trolley, etc.																		
3. On roller skates																		
4. Pushing, pulling cart, buggy, wagon, etc.																		
5. Working in roadway—no cars																		
6. Hitch-hiking in roadway	1										1							
7.																		

CRIMINAL DIVISION

Following is the Fifteenth Annual Report covering the calendar year of January 1, 1954 to December 31, 1954.

Crime in rural Delaware increased less than one (1) percent over the 1953 figure. A total of 6268 cases were investigated by the State Police, of which 86.9% were cleared either by arrest or investigation. Again this Department is very proud of the percentage of cases cleared, as this is very high in comparison with national figures. It not only reflects the ability of our officers, but also shows the value of the training they have received in this field.

AUTO THEFTS:

Auto thefts increased 9% over the 1953 figures of 95 cars having been stolen.

During the year 1954 there were 105 cars stolen, all of which were recovered.

ROBBERY AND AGGRAVATED ASSAULTS:

Robbery cases for the year 1954 remained the same as in 1953.

Aggravated Assaults have increased slightly in 1954 over the calendar year 1953, as our officers investigated 40 cases in 1954 as compared to 36 for the year 1953.

BREAKING AND ENTERING W/I LARCENY:

Breaking and Entering for the year 1954 has shown a definite increase, as officers from this Department investigated 508 cases as compared to 440 cases for the year 1953.

Detectives were successful in breaking up several gangs of both juveniles and adults who were responsible for numerous breaking and enterings into business establishments and for many safe jobs.

The capture of Sonny Boy Thompson on November 29, 1954 not only climaxed the search for the long sought escaped prisoner from the New Castle County Workhouse, but also cleared numerous Breaking and Enterings into homes located in Troop #1 territory.

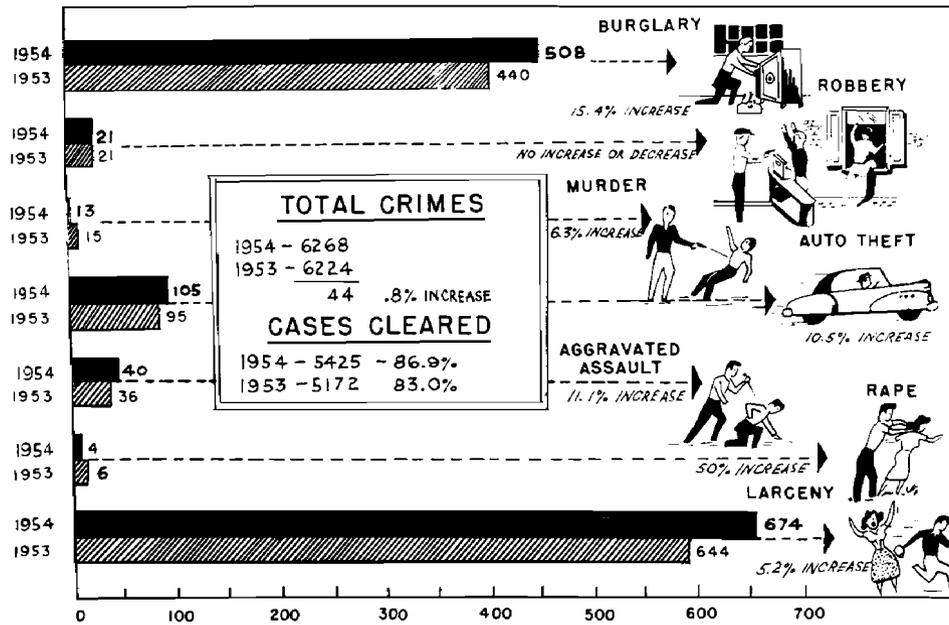
The Criminal Division wishes to acknowledge its appreciation to all uniformed personnel for their splendid cooperation and assistance in criminal cases. Our record could not have been made possible without their untiring efforts and assistance.

DELAWARE STATE POLICE

CRIMINAL STATISTICS

	1954	1953	1954	1953	1954	1953	1954	1953
PART I CLASSES								
1. Criminal homicide:								
(a) Murder and nonnegligent manslaughter	13	12	12	8	2	3	11	8
(b) Manslaughter by negligence	0	3	0	2	0	0	0	3
2. Rape	6	4	2	3	3	1	3	3
3. Robbery	21	21	9	10	0	1	17	25
4. Aggravated assault	40	36	33	30	0	0	41	37
5. Burglary—breaking and/or entering	508	440	185	196	46	22	353	495
6. Larceny - theft (except auto theft):								
(a) \$100 and over in value	130	110	24	25	8	6	39	34
(b) Under \$100 in value	444	539	215	179	23	60	361	280
7. Auto theft	27	23	28	27	7	21	57	45
Arson	15	31	5	4	6	10	4	7
Total, Part I Classes	1274	1289	513	484	95	124	886	937
PART II CLASSES								
8. Forgery and counterfeiting	60	60	50	54	3	2	47	48
9. Embezzlement and fraud	134	72	73	55	9	3	89	54
10. Stolen property—buying, receiving, possessing	15	7	11	7	4	0	19	14
11. Prostitution and commercialized vice	0	1	0	1	0	0	0	2
12. Sex offenses (except 2 and 11)	51	78	32	45	2	2	58	65
13. Federal Violations	34	57	19	39	5	14	31	48
14. Fugitives	441	241	131	104	226	68	228	152
Total, Part II Classes	735	516	316	305	249	89	472	383
PART III CLASSES								
15. Other assaults	127	523	344	311	167	202	400	363
16. Weapons—carrying, possessing, etc.	26	33	26	30	0	1	31	39
17. Offenses against the family and children	54	95	24	55	39	38	11	66
18. Narcotic drug laws	0	7	0	2	0	5	0	2
19. Liquor laws	9	4	8	2	2	2	10	7
20. Drunkenness	145	102	117	85	27	20	123	91
21. Disorderly conduct	534	467	254	276	269	178	328	329
22. Vagrancy	89	61	72	61	1	0	87	64
23. Gambling	7	19	15	7	0	7	15	24
24. Missing persons and run-aways	315	275	50	13	228	217	82	42
25. Insanity cases handled	1	20	0	4	0	15	1	5
26. Suicide cases investigated	42	42	0	0	42	38	0	0
27. Sudden deaths investigated	82	77	0	0	84	59	0	0
28. Noncriminal complaints investigated	31	42	0	3	18	38	0	3
29. All other offenses not listed	2466	2652	337	371	2138	2159	389	406
Total, Part III Classes	4228	4419	1237	1220	3015	2979	1477	1441
GRAND TOTAL	6237	6224	2066	2009	2259	3192	2835	2761

DELAWARE STATE POLICE COMPARISON OF RURAL DELAWARE CRIME TRENDS FOR 1954 OVER 1953



CRIMINAL STATISTICS FOR THE YEAR 1954

Class 1	1.1% Decrease
Class 2	42.4% Increase
Class 3	3.9% Decrease

CASES CLEARED

	Class 1	Class 2	Class 3	Average
1953	47.1%	76.3%	95.3%	72.9%
1954	47.7%	76.8%	99.8%	86.9%

VALUE PROPERTY STOLEN AND RECOVERED

	1953	1954
Total value of property stolen	\$104,894.55	\$108,344.38
Total value of property recovered	27,379.15	25,915.42
(a) Recovered (D.S.P.)	43,125.00	67,495.00
(b) Recovered (Other Jurisdictions)	57,775.00	30,410.00
(c) Recovered Otherwise	3,700.00	
Percent of stolen property recovered	26.1%	23.9%
Value of property recovered for other jurisdictions	131,891.25	58,288.18
Total value of property recovered by D. S. P.	202,395.40	151,698.60

BURGLARIES

This offense increased 15.4% over 1953, with 508 cases being reported as compared to 440 in 1953. A total of 45.4% of the cases were cleared through investigation or arrest.

	1953	1954
Cases	440	508
Cleared	49.5%	45.4%

BY TROOP

TROOP	1	2	3	4	5	TOTALS
Number of cases ..	83	262	44	73	46	508
Number cleared ...	53	122	25	20	22	242
Percentage cleared	63.8	46.5	56.8	27.3	47.8	47.6

LARCENY

Larceny increased 4.6% during 1954, with 41.8% of the cases being cleared.

	1953		1954
Cases	644	Cases	674
Cleared	37.8%	Cleared	41.8%

BY TROOP

	1	2	3	4	5	Total
Number of cases	129	282	28	144	91	674
Number of cases cleared	50	107	18	48	59	282
Percentage cleared	38.7%	37.9%	64%	33.3%	64.8%	41.8%

HOMICIDE INVESTIGATION

TROOP	CASES	CLEARED	ARRESTS
TROOP #1	1	1	1
TROOP #2	2	2	1
TROOP #3	2	2	2
TROOP #4	2	3	2
TROOP #5	6	5	5
TOTALS	13	13	11

DISPOSITION OF CRIMINAL ARRESTS

The following are dispositions of arrests exclusive of persons arrested for more than one offense, released to other authorities, released to juvenile authorities, etc.

1029 Defendants had fines imposed totaling \$27,777.50.

263 Defendants were sentenced to 144 years and 8 months.

1 Defendant was sentenced to Life Imprisonment.

132 Defendants were sentenced in default of fine.

9 Defendants had sentences suspended.

60 Defendants had cases withdrawn by Complainant.

81 Defendants had cases Nolle Prossed by Attorney General.

72 Defendants had cases dismissed by Magistrate.

280 Defendants had cases dismissed by Family Court.

32 Defendants had cases dismissed by Court of Common Pleas.

101 Persons were paroled to 141 years, 1 month and 10 days.

24 Persons committed to State Institutions.

325 Persons released to other authorities.

AUTO THEFTS AND RECOVERIES

1954

	<u>1953</u>	<u>1954</u>
Number of car thefts		
Rural Delaware	95	105
Total Recovered (Item 1)	90	105
(a) Recovered (State Police)	45	76
(b) Recovered (Other Jurisdictions)	44	29
(c) Recovered Otherwise	1	0
Percent of stolen cars recovered		
(Rural Delaware)	94.7	100.
Automobiles recovered for other jurisdictions	43	15
Automobiles recovered for Wilmington Police Department	47	12
Total cars recovered by Delaware State Police	135	133

AUTO THEFTS BY TROOP

1954

TROOP	1	2	3	4	5	TOTAL
Thefts	23	38	9	19	16	105
Recovered (S. P.)	7	24	7	14	14	66
Recovered (Other Jurisdictions)	12	11	2	3	1	29
Recovered Otherwise	1	0	0	0	0	1
Recovered for Wilmington P. D.	2	8	0	0	0	10
Recovered for other Jurisdictions	13	26	9	4	10	62
Cars Remaining Stolen	0	0	0	0	0	0

RELEASED TO OTHER AUTHORITIES

	<u>1953</u>	<u>1954</u>
Army	39	19
Court of Common Pleas	0	31
Delaware Colony	0	0

Dover Police Department	0	1
Family Court	166	76
Federal	7	7
Ferris Industrial School	20	52
Gov. Bacon Health Center	3	15
Harrington Police Department	0	0
Juvenile Authorities	0	0
Kent County Jail	0	0
Kentucky	0	0
Kruse School	0	0
Maryland	57	43
Massachusetts	0	0
Middletown Police Department	0	0
Navy	10	4
New Castle County Workhouse	0	1
New Castle Police Department	0	1
New Jersey	12	7
New York	6	5
North Carolina	1	0
Others	0	3
Parents	47	48
Pennsylvania	16	14
Postal Authorities	0	0
Seaford Police Department	0	0
State Hospital	24	25
Sussex County Prison	0	0
Virginia	0	4
Wilmington Police Department	79	56
Woodshaven School	6	6
Totals	<u>492</u>	<u>418</u>

**OFFENSES COMMITTED BY JUVENILES
AND MINORS**

1954

	<u>1953</u>	<u>1954</u>
Adultery	0	0
Arson	5	1
Assault	1	2
Assault & Battery	11	37
Assault W/I to Rape	2	0
Bastardy	1	0
B & E - Larceny	198	149
C. C. D. W.	2	6

Discharging Firearms	0	0
Disorderly Conduct	37	44
Disturbing the Peace	0	1
Drunk & Disorderly	3	3
Escapee	5	23
False Pretense	1	1
Federal	8	10
Forgery	0	3
Fugitive	35	20
Gambling	0	3
Indecent Exposure	0	0
Incorrigible	3	4
Larceny	117	100
Larceny Motor Vehicle	27	23
Liquor Laws	1	0
Malicious Mischief	29	25
Material Witness	0	3
Miscellaneous	19	14
Non-Support	0	0
Parole Violator	0	1
Rape	1	2
Receiving Stolen Goods	2	1
Robbery	5	2
Runaways	32	49
Threats	2	4
Toying Female Minor	0	1
Trespassing	7	18
Vagrancy	4	4
Vio. Age Consent	0	0
Sodomy	0	15
Worthless Checks	1	0
TOTALS	559	569

**MINOR AND JUVENILE ARRESTS
BY AGE**

AGE	1953	1954
8 - 11	70	32
12	25	17
13	30	23
14	51	44
15	62	80
16	92	104

17	84	67
18	80	73
19	40	100
20	25	50
TOTALS	<u>559</u>	<u>590</u>

NIGHT PATROLS
1954

<u>TROOP</u>	<u>NUMBER</u>
#1	35,339
#2	37,241
#3	8,510
#4	14,265
#5	12,231
<u>TOTAL</u>	<u>107,586</u>

STATE POLICE PATROL MILES
EQUIVALENT TO 103 TIMES
AROUND THE WORLD.



24902 MILES AROUND THE WORLD
STATE POLICE PATROLLED -
2,561,791 MILES OR THE EQUIV-
ALENT OF A 103 TIMES AROUND
THE WORLD.

THE BUREAU OF IDENTIFICATION

The continued upward trend of criminal activity in 1954 was reflected in the work of the Identification Bureau. There were 3572 fingerprint cards submitted to the Bureau in comparison to 3239 in 1953, an increase of 10.2%

In an attempt to alleviate some of the work involved in taking and processing fingerprints of persons arrested repeatedly for misdemeanors, the Bureau inaugurated a new fingerprint card form known as "Record of Additional Arrest". This form is used in lieu of the regular fingerprint card which requires that all ten fingers be printed. With the new form it is only necessary to print one finger to establish positive identification of the Subject, thereby eliminating a great deal of work.

The value of fingerprints for personal identification was demonstrated many times during the past year in cases handled by this Department.

In December, 1953, several lives were lost following a collision between two tankers on the Delaware River. In March, 1954, a body was found floating in the Delaware River near Edgemoor. The body was viewed by several crewmen from the tankers, but due to the advanced stage of decomposition of the body from being immersed in water for so long a time, visual identification was impossible. Fingerprints were taken by a member of the Bureau, and upon comparing these with fingerprints taken when the subject was hired by the shipping company, a positive identification was made. The identification made it possible for the Subject's widow to receive immediately the benefits of an insurance policy which would otherwise have been withheld for a period of seven years, after which the insured would have been presumed to be dead.

Another instance was the case of a victim of a hit and run accident. The body of a man bearing no identification was found lying beside the highway. Through fingerprints, an identification was made, making it possible to notify the victim's family and keep him from burial in Potter's Field as unknown.

In the above cited cases, identification would have been impossible without fingerprints.

IDENTIFICATION REPORT FOR THE YEAR OF 1954

1. Applicants:	.....	5
2. Personal fingerprint cards received:	.....	1
3. Wanted circulars received:	.....	1026
4. Wanted circulars cancelled:	.....	1218
5. Criminal fingerprint cards and their contributors:		
Troop #1	189 Rehoboth P. D.	20
Troop #2	511 Newark P. D.	25
Troop #3	390 Dover P. D.	382
Troop #4	487 Smyrna P. D.	7
Troop #5	273 N. C. C. P. D.	1
N. C. C. W.	920 Del. Mem. Bridge	13
S. C. P.	346 Other P. D.	8
		3572

6. Criminal fingerprints by race and sex:		
White Male	1768	White Female .. 113
Black Male	1504	Black Female .. 187
		3572

7. Previous Arrest:	.....	1291
8. Indices checked for other investigating agencies:	....	5539
9. Photographic Service:		

Department Name	Negatives Developed	Photos Printed	Photostatic Copies Printed
Headquarters	373	751	73
Troop #1	110	68	25
Troop #2	212	207	25
Troop #3	152	111	6
Troop #4	220	174	36
Troop #5	174	198	2
Totals	1241	1509	167
			2917

10. Rogues Gallery:		
White Race	535	
Colored Race	427	962
11. Firearm Registration:		
Revolvers and Pistols	131	
Shotguns	19	
Rifles	19	169
12. Stolen Firearms:		82

TOTAL IDENTIFICATION DATA ON FILE

	1953	1954
13. Criminal Fingerprints:	63337	66909
14. Criminals with Previous Records:	29568	30859
15. Personal Identification Fingerprints:	16179	16180
16. Firearms Registered:	3432	3601
17. Rogues Gallery:		
White Race	10773	11308
Colored Race	8743	9170

COMPARISON OF 1953 AND 1954

	1953	1954
1. Applicants:	129	5
2. Personal identification fingerprints received:	120	1
3. Wanted circulars received:	1274	1026
4. Wanted circulars cancelled:	1091	1218
5. Criminal fingerprints:	3239	3572
6. Previous arrest:	1164	1291
7. Indices checked for other agencies:	6000	5539
8. Photographic service:	3401	2917
9. Rogues gallery:	851	962
10. Firearms Registered:	221	169
11. Stolen firearms:	2	82

TRAINING

On January 4, 1954, thirty Recruit Troopers were administered the oath of office by The Honorable Clarence A. Southerland, Chief Justice of the Supreme Court of the State of Delaware. This was the first occasion in the history of the Department that formal graduation exercises for Recruits had been conducted. The exercises were held in the Field House of the Dover High School, Dover, Delaware, and were attended by approximately 1,000 persons. It is felt that administering the oath in this manner adds dignity to the oath, and prestige to the Department and the Recruits.

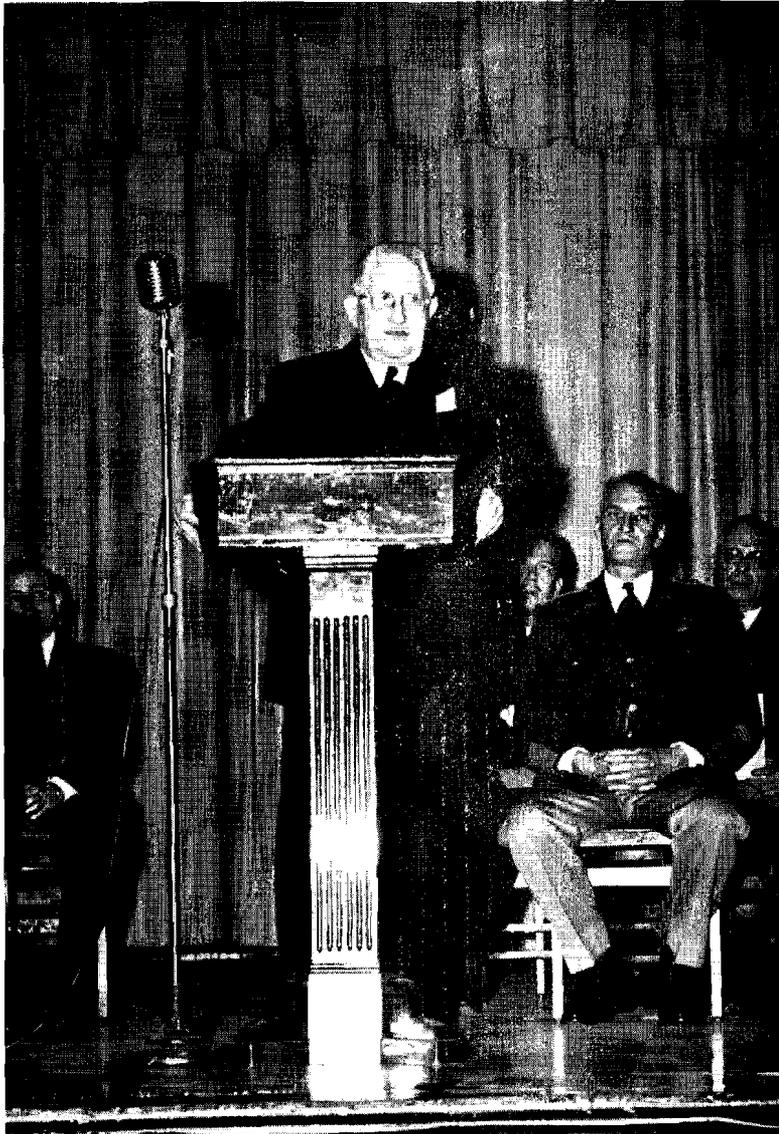
Following is the schedule of the graduation exercises:
8:00 P.M.

INVOCATION

The Reverend Paul C. Taggart



Gov. J. Caleb Boggs pins badge on recruit trooper.



Chief Justice Clarence A. Southerland addresses recruit graduation class

PRESENTATION OF CLASS

Lieutenant Cazenove C. Seitz,
Director of Training

RECEPTION OF CLASS

Colonel Harry S. Shew Superintendent

RESPONSE FROM THE CLASS

Trooper George Richard Palmer

OATH OF OFFICE

The Honorable Clarence A. Southerland,
Chief Justice of the Supreme Court
of the State of Delaware

GRADUATION ADDRESS

Mr. Hugh H. Clegg,
Assistant Director,
Federal Bureau of Investigation

PRESENTATION OF DIPLOMAS AND BADGES

The Honorable J. Caleb Boggs,
Governor of the State of Delaware

And

Mr. Hugh R. Sharp, Jr.
Chairman, Delaware State Highway Commission

BENEDICTION

The Reverend William C. Hitchens

DOVER HIGH SCHOOL BAND

Harold E. Haines, Jr., Director

At the same time, four members of the Delaware Memorial Bridge Police also received their oath of office and certificates showing they had satisfactorily completed their course of instruction.

Those receiving the oath of office were:

DELAWARE STATE POLICE

William Francis Bishop
Dwight Marion Donald Boyce
John Wesley Brickner
Thomas Frederick Buckmaster
George Joseph Bundek
William Alexander Douty, Jr.
William Charles Elton
Thomas Howard Everett

Herman Benjamin Gray, Jr.
Gene Elroy Godwin
Paul Luther Gerhardt Hasskarl
Albert John Homiak
James Earheart Jackson, III
William Henderson Kee
William Knecht, Jr.
Donald Stayton Lawson
Irvin William Little
Francis Edward Melvin
Robert Daniel Mitchell
Charles Edmund Nabb
Leroy Brown O'Neal
George Norton Owens, III
George Richard Palmer
Olas Edward Smith
Coleman Stoops
Robert Franklin Stuart
John Franklin VanSant
John Wilbur Walls, Jr.
William James Wells
Thomas Eugene Womach

DELAWARE MEMORIAL BRIDGE POLICE

John Francis Boyer, Jr.
Harry Passmore Cloud
Roger Pomeroy Elderkin, Jr.
George Robert Marine

The Thirteenth Annual In-Service Training School of the Delaware State Police was conducted in the House Chambers of Legislative Hall, Dover, Delaware, during the weeks of November 8th and November 29th. The theme of this In-Service School was "Human Relations as They Affect the Police in Dealing with Minority Groups and Minority Problems".

The following were guest speakers at this school:

Mr. J. Russell Prior,
Police Division,
Federal Civil Defense Administration

Lieutenant Samuel A. Walton &
Sergeant Ben E. Denton,
Virginia State Police

Lieutenant George McManus,
Police Academy,
New York City Police Department

Mr. Andrew D. Christie,
Legislative Reference Bureau

Colonel D. Preston Lee,
State Director,
Department of Civil Defense

During the week of March 15, 1954, one week's training was afforded by the Delaware State Police, in cooperation with the Wilmington Bureau of Police and the Federal Bureau of Investigation, to local and town police officers throughout the State. Forty police officers from Delaware towns, the New Castle County Rural Police, and the Wilmington Park Police were in attendance. The Course included: Practical Use of Firearms, Instruction on the Motor Vehicle Code, Accident Investigation, Law of Arrest, Law of Evidence, Criminal Investigation, and other allied police subjects. It is felt that these schools are most helpful, in that not only are the local police officers given instructions in proper police methods and procedures, but, also, it leads to a spirit of good will and greater cooperation among the three listed organizations and the town and rural police officers.

The State Highway Commission authorized the selection of two members of the Department, by competitive examinations, to be recommended for scholarships to the Southern Police Institute, Louisville, Kentucky. As a result of the competitive examinations, Corporal Horace B. Willey was selected to attend the Institute, from which he was graduated December 10, 1954. Lieutenant Sterling E. Simonds, who placed second in the examinations, has been enrolled, and it is expected that he will be accepted for the Spring Class of 1955.

SUPPLY DIVISION

1954

During the calendar year 1954, in addition to the routine duties of the Supply Division of equipping officers with uniforms, printing Departmental forms, maintaining records of expenditures, maintaining records of attendance and preparing payrolls, certain outstanding activities and purchases took place which are worthy of note. Additional fire fighting equipment was purchased and installed in the various Troop buildings and garages in the interests of safety and also to reduce insurance rates.

Another Radar unit was obtained and placed in service in March, making a total of four units now in use by the Department. At least one more unit is needed so that each of the five Troops will have one for its exclusive use. At the present time, Troops at Georgetown and Bridgeville are sharing the use of one unit.

In June, the outside of Headquarters building was painted. Other buildings of the Department need painting, inside and out, which will be as the monies become available.

An air conditioning unit was installed in the lie detector room at Headquarters. This was necessary for the comfort and health of the operator, since both the door and window of the room must be kept closed at all times to exclude extraneous noises, which would affect the results of tests being conducted.

A new well was drilled at Dover Troop. This was necessitated by the fact that the water supply in the old well failed.

An Emerson Resuscitator was purchased to replace the old E. & J. Resuscitator Unit at Dover Troop. The new unit is much lighter than the old one and is much easier to handle and can be transported to locations where needed much faster, especially if it should have to be carried any distance.

On October 15, 1954, during Hurricane Hazel, damage was incurred to the roofs and neon signs of the various Troops and to the radio tower at Georgetown. All necessary repairs have been made with the exception of the radio tower, which is in the process of being completed. These damages were, of course, covered by insurance.

Departmental vehicles were driven a total of 2,561,791 miles during the year, which is an increase of 196,982 miles over the previous year. This increase was brought about by the addition of twenty-four new Troopers to the force and by the over-all increase in activities. Cost of replacement parts totalled \$12,024.01, which was a considerable increase over the previous year. This was due to the fact that our fleet was becoming worn out because of inadequate funds for replacements.

ANNUAL REPORT — FIREARMS DIVISION

During 1954 the East Coast Police Pistol League was changed to the Delaware State Police Pistol League. The purpose of this league is to train other law enforcement officers in Safety and the proper use of their firearms. Due to the expense involved, these officers from other departments have no firearms training. During the winter months classes are held on the indoor range at Headquarters; the summer classes are held on the range located at the Delaware Memorial Bridge. Over one hundred law enforcement officers attended these classes.

The winter firearms training program for the Delaware State Police and the Delaware Memorial Bridge Police was held on the indoor range at Headquarters and the Georgetown Armory. Qualifications were made on the Army "L" target. The summer training program was held on the outdoor range at the Delaware Memorial Bridge. Qualifications were made on the Practical Pistol Course Target. During the summer, the Department and Bridge Police used 48,000 rounds of 38 caliber ammunition. Following are the averages for Headquarters, Delaware Memorial Bridge Police and the Troops:

WINTER PROGRAM

Headquarters	280
Delaware Memorial Bridge	255
Troop No. 1	264
Troop No. 2	266
Troop No. 3	272
Troop No. 4	264
Troop No. 5	262

SUMMER PROGRAM

Headquarters	80.9
Delaware Memorial Bridge	79.4
Troop No. 1	72.8
Troop No. 2	72.6
Troop No. 3	79.0
Troop No. 4	75.4
Troop No. 5	70.0

Firearms equipment of all Troops and the Bridge Police was inspected during the year and found to be in excellent condition.

The Delaware State Police Pistol Team participated in fourteen pistol matches throughout the Eastern section of the country and had a very successful year, winning five team trophies and thirty-six individual awards.

The Fifth Annual Delaware State Police Pistol Match was held on the new range at the Delaware Memorial Bridge October 2 and 3, 1954. Over five hundred law enforcement officers attended the two day match. The Delaware State Police Team lost the first shoot of the Colonel William A. McWilliams Trophy to the Wilmington Police Department. This trophy must be won three times for permanent possession.

ANNUAL REPORT — SAFETY EDUCATION

Everyone should be interested in traffic safety because it affects the daily life of practically every man, woman and child in the State. For this reason sound and complete traffic safety information must be presented constantly, and in as interesting and convincing a way as possible.

Good manners on the streets and highways mean nothing more than obeying the traffic laws. The majority of Delaware drivers are well informed on what the motor vehicle laws require of them. It is, however, necessary to keep them informed on new laws, safe driving habits and attitudes.

The safety education program of the State Police is designed not only to help Delaware drivers improve their driving habits and attitudes, but, also, to make them fully aware of the most commonplace hazards. It is hoped that through this program we are able to at least improve the habits and attitudes of those who appear to be either accident or arrest prone.

Each year, in the interest of public safety, the Delaware State Police participate in programs with other safety organizations such as the Delaware Safety Council, Drivers Training Program and Civic Safety Groups, and cover such safety activities as School Safety Programs, Bicycle Rodeos, Teen-Age Driving Rodeos and Truck Drivers Rodeos.

During 1954 members of the Delaware State Police gave 173 traffic and safety talks to a combined audience of approximately 10,500 persons.

Numerous safety releases were given to newspapers throughout the State, with particular emphasis being placed on driving during holidays.

Members of the State Police also transcribed safety warnings for radio and television prior to each holiday, as well as appearing on continuing radio safety programs on Stations W-D-O-V at Dover and W-A-M-S in Wilmington.