



**STATE
POLICE.....**



TO: Chairman and Members
State Highway Commission
FROM: Colonel Eugene B. Ellis
Superintendent

I respectfully submit herewith the Annual Report of the activities of the Delaware State Police for the calendar year 1965. This 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.

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Editorial

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The program is strict and impartial. It has received the full support of the news media and other safety-conscious groups, as well as a great number of Delaware citizens.



The assumption that enforcement, effectively applied, will reduce accidents is the basis for such a program. There is increasing public concern about injuries and death resulting from the careless operation of motor vehicles, and responsible citizens are demanding that traffic laws be strictly enforced.

The basic principle of strict, impartial enforcement of sound traffic laws continues to be the policy of this Department. The enforcement program is continually analyzed and revised as required. However, there are periods when it appears that accidents run rampant regardless of the enforcement applied.

The use of Selective Enforcement teams equipped with radar, working in areas of high accident frequency, against drag racers or to aid a community with a special problem, is continuing. The use of the airplane to cope with high speed traffic, particularly during the summer months, is an example of the continued aggressiveness of the department to apprehend the traffic offender.

Every effort is expended to retrain and inform all officers in the field and to provide them with the finest equipment available. The present motor vehicle fleet is the best in the history of the Department and is still being improved.

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Administration and Organization

The ever-increasing flow of motor vehicle traffic, coupled with the multiple social problems produced by and expanding suburban population, increased the demands for police services in fiscal 1966. These increased demands are reflected not only in activity volume, but in type and complexity of services provided. The report that follows presents a brief scope of the responsibilities undertaken by the Delaware State Police.

Traffic Division

When the automobile began to establish itself on the American scene there were no traffic laws to govern its use. Consequently, the alarmed citizenry began rushing to the lawmakers for legislation to curb the use of the menace. In VEHICLE TRAFFIC LAW, E. C. Fisher describes such laws enacted by the pressured legislators from 1900 to 1910:

"Perhaps the wildest of these laws, according to the National Automobile Club were drawn up by the Anti-Automobile Society that was formed back in Pennsylvania when the problem was first coming to the fore. There the farmers decided that anyone driving a horseless carriage along the road at night should come to a stop every mile and send up a signal rocket, then wait 10 minutes for the road to clear. If a team of horses should approach along the road, the motorist was obliged to pull off the road and cover his vehicle with a large canvas or painted cloth that would blend with the surrounding landscape. If the horses refused to pass even then, the motorist had to take his vehicle apart piece by piece and hide the pieces under the nearest bush."

It is with this that original traffic laws were developed. These early restrictions were intended not to regulate traffic but to banish the automobile from the highway. An increase from 30 registered vehicles in Delaware in 1900 to more than 264,000 in 1965 indicates that the punitive intent of the early laws met with little success.

The purpose of today's motor vehicles laws is to establish standard rules of driving behavior so that

all who use highways may know what is expected of them and what they may expect of others so that all may proceed in an orderly fashion without interfering with one another.

Accidents

During the year Delaware experienced 113 deaths from motor vehicle accidents, marking the second highest year in the State's history. It is little comfort to the families of 113 victims to rationalize that the high fatality rate is partly related to an increase of registered vehicles and licensed drivers. The table of accidents by troop areas clearly indicates the magnitude and distribution of accidents.

ACCIDENT STATISTICS BY TROOP AREA
(excluding Wilmington)

Troop No.	Killed	Injured	P.D. Accidents
New Castle #1,	9	610	1,492
2, 2A	39	1,703	3,531
Kent	20	680	1,352
Sussex	16	445	566
5	20	374	563
	106	3,812	7,504

DELAWARE TRAFFIC ACCIDENTS BY TYPE
(Wilmington and Newark Excluded)

	Accidents	Killed	Injured
Other Motor Vehicle	6,443	40	2,300
Ran Off Road	1,584	36	783
Parked Vehicle	715	3	110
Fixed Object	555	6	193
Pedestrian	165	14	156
Animal	129	0	11
Overtaken on Road	125	0	94
Bicycle	80	1	82
Railroad Train	14	4	14
Other Non-collision	227	2	69
TOTAL	10,037	106	3,812

The rising fatality rate in Delaware since 1961 has resulted in many studies by this department to determine causes. While fatal accidents alone are a poor criteria on which to base conclusions on the overall accident problem, it is the fatal accident experience which generates the most public interest. The fatality rate for the five year period of 1961-1965 is:

HIGHWAY DEATHS
(excluding Wilmington)

1961	1962	1963	1964	1965
57	81	89	108	106

Speed and drink continue to be the largest contributing factors in serious accidents. The allegation that police tend to over-emphasize these violations is probably due to the fact that the majority of drivers is guilty of one or both at times.

A study of 1965 fatal accidents indicates that drink or speed was involved in 74% of the fatal accidents. Drink involvement in fatal accidents for the period 1961-1965 is as follows:

PERCENTAGE OF FATAL ACCIDENTS INVOLVING DRINKING DRIVER OR DRINKING PEDESTRIAN			
1961	1962	1963	1964
43.3%	51%	35.6%	49.4%

Of the 86 Delaware drivers involved in accidents, outside Wilmington, many were repeat violators as can be seen by the following table:

DRIVERS WITH PREVIOUS RECORD		
	Number	Per Cent
Accidents	47	55
Two or more Accidents	20	23
Traffic Arrests	56	65
Speed Arrests	37	43
Four or more Traffic Arrests	26	30
License Suspension or Revocation	24	28

Consideration of the driving records indicates that 47% have been previously involved in accidents and 56% have a record of a previous traffic arrest. More than one-fourth have been arrested four or more times. This question of age group involvement may be answered from the following table:

Age Group	Per Cent			
	Licensed Drivers	Drivers Involved	Drivers In Violation	Drivers Drinking
17 and younger	4	4 (4.5%)	3 (6.5%)	1 (3%)
18-19	4	6 (7%)	4 (9%)	1 (3%)
20-24	11	17 (20%)	10 (22%)	8 (25%)
25-34	22	22 (25.5%)	14 (30%)	9 (28%)
35-44	23	16 (18.5%)	4 (9%)	7 (22%)
45-54	18	11 (13%)	6 (13%)	3 (9.5%)
55-64	11	5 (6%)	2 (4%)	2 (6.5%)
65-74	5	4 (4.5%)	3 (6.5%)	1 (3%)
75 and older	1	1 (1%)	0 (0%)	0 (0%)
TOTALS	100	86 (100%)	46 (100%)	32 (100%)

From the table it would appear that the 17 through 24 age group represents a disproportionate share of the drivers in violation in accidents. The ages 16-19 for

8% of the licensed drivers; 11.5% of the drivers in accidents; and 15.5% of the drivers in violation. Consideration must also be given to the lack of exposure to driving hazards of the younger age groups compared to the older groups.

The age group 20-24 comprises 11% of the licensed drivers, 20% of which were involved in fatal accidents and 22% in violation. This same age group accounts for 25% of the drinking drivers. Violations in accidents and drink involvement appear to decrease substantially in the 35-44 age group and older. Any comparison between age groups must give consideration to the kind and amount of driving performed by the group.

TRAFFIC LAW ENFORCEMENT

The following is a breakdown of the 29,097 traffic arrests made by the State Police during 1965:

<i>Dangerous Moving Violations</i>		
Driving under the influence		718
Failed to stop at command of officer		36
Exceeding lawful speed		14,081
Failed to grant right-of-way		547
Wrong side of road		418
Following too closely		339
Reckless driving		1,356
Improper passing		592
Failure to signal		150
Disregarded stop sign or signal		2,007
Passed stopped school bus		48
Improper turning		324
Driving without lights		180
Manslaughter by Motor Vehicle		16
Defective Brakes		242
Miscellaneous dangerous moving violations		1,113
<i>Equipment Arrests</i>		
Lights		17
Mufflers		701
Other equipment		78
<i>License and Registration Arrests</i>		
Driver license violations		2,214
Suspension or revocation		358
Operating motor vehicle without consent		107
Registrations and title violations		1,208
<i>Pedestrian Arrests</i>		
Pedestrians under the influence		516
Other pedestrians		253
<i>Other Arrests</i>		
Leaving the scene		260
Failed to report accident		495

Parking violations	296
Keys in car	48
Littering	99
Other	280
TOTAL	29,097

ENFORCEMENT PROGRAMS

The Delaware State Police are responsible for the control and regulation of driving behavior on the highways of this State and are constantly searching for more effective methods for the use of all available personnel to the end that hazardous behavior may be reduced to its lowest level and with a minimum expenditure of public funds.

For example, the Traffic Division has developed, Selective Enforcement Bar Chart Graphs which are submitted quarterly to all troop areas. These graphic planning aids reflect the accident and enforcement experiences in that troop area for the corresponding quarter of the previous year, and involve such factors as hourly and daily distribution of accident and arrests as well as types of infractions.

Airplane Division

An official log is maintained in the airplane and the hours it is in use are recorded from a tachometer. The instrument will indicate only a true sixty minute hour while the plane is operated at cruising revolutions of 2900 RPM. Most of the department's flying is done at a lower cruise speed and, consequently, the hours flown are actually more than the number indicated.



TRAFFIC PATROL

The airplane was used for traffic law enforcement in all troop areas except Troop 1, Penny Hill, and Troop 2A, Marshallton (because of density of the urban areas). In other areas of the State, 314 persons were arrested for exceeding the lawful speed limit. Some of these persons were arrested for other violations after being stopped for speeding.

The Department has found the checking of vehicle speed from the airplane to be extremely accurate, and the program has developed into a vital part of the overall traffic law enforcement program.

MISCELLANEOUS

The airplane was flown on a variety of searches involving boat accidents, stolen automobiles, and surveillance of vehicles traveling from place to place. The airplane was flown in search of drowning victims and, although no bodies were recovered, it was accurately determined that they were not afloat or along the shoreline. The plane was employed for prisoner pick-up, and transporting highway employees and officials for various assignments. The State Highway Department used the plane to take aerial photos of proposed road sites and construction progress. The plane was used by the Law Enforcement Intelligence Unit to aid in its work.

Criminal Division

A total of 18,852 crimes was recorded compared to 17,697 in 1964; an increase of 6.5%. A total of 7,035 Part I Crimes was recorded compared to 6,859 in 1964; an increase of 2.6%. Larceny cases accounted for the increase in Part I Crimes.

Part II Crimes increased from 1,375 in 1964 to 1,595 in 1965; an increase of 16.0%. During 1965 a total of 10,222 Part III Crimes was recorded compared to 9,463 in 1964; an increase of 8.0%.

Of the 18,852 total crimes recorded, 14,569 or 77.2% occurred in New Castle County. During 1965, 1,299 burglaries were recorded in New Castle County compared to 1,283 in 1964; an increase of 1.2%. During 1965, a total of 351 burglaries was recorded in Kent and Sussex Counties compared to 412 in 1964; a decrease of 14.8%.

COMPARISON: 1965-1964
Part I Crimes (serious)

	Total Cases	Cases Cleared	Persons Arrested
1965	7,035	2,808 — 39.9%	2,655
1964	6,859	2,715 — 39.5%	2,518

An increase was registered in robberies (64-48), simple assault (1,015-931), grand larceny (358-293) and petit larceny (3,279-3,149). A decrease was registered in all other categories of Part I Crimes as indicated by the following figures:

	1965	1964
Murder	14	17
Manslaughter	100	104
Rape	22	32
Robbery	64	48
Aggravated Assault	63	89
Other Assaults	1,015	931
Burglary	1,650	1,695
Larceny		
(\$100.00 and over in value)	358	293
(Less than \$100.00 in value)	3,279	3,149
Auto Theft	470	501
TOTAL	7,035	6,859

Part II Crimes
(Less Serious)

	Total Cases	Cases Cleared	Previous Arrested
1965	1,595	1,498 — 93.9%	1,029
1964	1,375	1,212 — 88.1%	757

Arson and prostitution and commercialized vice decreased while all other Part II Crimes increased as indicated by the figures below:

	1965	1964
Arson	3	6
Forgery and Counterfeiting	128	95
Embezzlement and Fraud	486	365
Stolen Property—		
buying, receiving, possession	30	14
Prostitution and		
Commercialized Vice	10	17
Sex Offenses (Except Rape and Prostitution)	243	201
Federal Violations	83	68
Fugitives	612	609
TOTAL	1,595	1,375

Part III Crimes
(Misdemeanors)

	Total Cases	Cases Cleared	Persons Arrested
1965	10,222	9,490 — 92.8%	3,082
1964	9,463	8,924 — 94.3%	2,857

An increase of 8.0% was registered in Part III Crimes, which are numbered as follows:

	1965	1964
Weapons	50	63
Offenses against		
Family and Children	230	266
Narcotic Drug Laws	30	32
Liquor Laws	372	252
Drunkenness	556	524
Disorderly Conduct	901	743
Vagrancy	88	78
Gambling	56	58
Missing Persons and Runaways	710	614
Insanity Cases	16	25
Suicide Cases and Attempts	140	142
Sudden Deaths	279	275
Non-criminal Complaints	88	68
All Other Offenses	6,706	6,323
TOTAL	10,222	9,463

All Crimes — Comparison

	Total Crimes	Cases Cleared	Persons Arrested
1961	14,780	10,945 — 74.0%	5,200
1962	15,515	11,267 — 72.6%	5,641
1963	16,606	11,955 — 71.9%	6,479
1964	17,697	12,851 — 72.6%	6,132
1965	18,852	13,796 — 73.1%	6,766

Value of Property Stolen — Recovered

	Stolen	Recovered	Percentages
1965	\$570,093.00	\$87,438.00	15.3%
1964	512,296.00	68,293.00	13.3%

Juvenile Arrests

	1965	1964
Murder and Manslaughter	3	4
Rape	1	7
Robbery	7	1
Aggravated Assault	10	18
Other Assaults	57	63
Burglary	471	398
Larceny (except auto theft)	469	347
Auto Theft	152	154
Forgery	24	8
Embezzlement and Fraud	9	14
Stolen Property: —		
buying, receiving, possession	18	2
Weapons	8	16
Prostitution and		
Commercialized Vice	0	0
Sex Offenses (except rape and prostitution)	28	22

Offenses Against		
Family and Children	11	7
Narcotic Drug Laws	0	1
Liquor Laws	218	151
Drunkenness	15	18
Disorderly Conduct	75	51
Vagrancy	2	1
Gambling	2	0
All Other Offenses	549	535
TOTAL	2,129	1,818

Burglary

Burglary offenses during 1965 show a decrease from 1964 with a total of 1,650 offenses registered in 1965 as compared to 1,695 for 1964 — a decrease of 2.6%. A total of 498 burglary offenses (30.1%) were cleared by arrest and/or investigation.

Burglary Offenses by Troop Area

	Offenses	Cleared	Percentages
Troop 1	386	142	36.7%
Troop 2	460	98	21.3%
Troop 2A	453	117	25.8%
Troop 3	146	73	50.5%
Troop 4	161	50	31.0%
Troop 5	44	18	40.9%
All Troops	1,650	498	30.1%

Larceny Offenses (Petit and Grand)

	Offenses	Cleared	Percentages
Troop 1	962	321	33.3%
Troop 2	857	144	16.8%
Troop 2A	1,198	310	25.8%
Troop 3	260	67	25.7%
Troop 4	248	69	27.8%
Troop 5	112	41	36.6%
All Troops	3,637	952	26.1%

Auto Theft and Recovery

	1965	1964
Rural Delaware	470	501
Total Recovered	430	469
(a) Recovered—State Police	95	111
(b) Recovered— other jurisdiction	140	127
(c) Recovered—otherwise	195	231
Percentage of Stolen Cars Recovered	91.4	93.6
Automobiles Recovered for Other Jurisdictions (except Wilmington)	90	87
Automobiles Recovered for Wilmington	118	101

Auto Theft by Troop

	1	2	2A	3	4	5	All
Thefts	105	171	143	22	16	13	470
Recovered	99	159	127	21	11	13	430
(a) State Police	15	37	36	2	3	2	95
(b) Other Jurisdictions	37	48	38	8	5	4	140
(c) Otherwise	47	74	53	11	3	7	195
Percentage of Recovery	94.2	92.9	88.8	95.4	68.7	100	91.4
Automobiles Recov- ered for other juris- dictions (except Wilmington)	17	29	13	8	14	9	90
Automobiles Recov- ered for Wilmington	27	77	13	1	0	0	118

Homicide Investigations — By Troop

	Offenses 1965-1964		Cleared 1965-1964	
Troop 1	0	1	0	1
Troop 2	4	7	4	7
Troop 2A	1	0	1	0
Troop 3	5	2	5	2
Troop 4	3	5	3	5
Troop 5	1	2	1	2
All Troops	14	17	14	17

There was a total of 114,172 business place checks made in 1965, as compared to 107,325 made in 1964.

Central Records Division

State Bureau of Identification

COMPARISON: TOTAL IDENTIFICATION

	1965	1964
Criminal Fingerprint Cards	150,180	140,343
Applicant Fingerprint Cards	19,181	18,636
Firearms Registrations	6,590	6,343
Rogues Gallery	46,162	39,555

COMPARISON: 1964 and 1965

	1965	1964	Change
Criminal Fingerprints	9,837	9,016	+ 9%
Applicant Fingerprints Indices Checked	545	432	+26%
for Investigation	11,677	9,016	+30%
Firearms Registrations	247	290	-15%
Rogues Gallery	2,607	2,176	+20%
Palm Prints	485	588	-18%

Photographic Service	7,125	6,329	+ 13%
Latent Prints	206		
Wanted Notices	472	581	- 19%

Traffic Statistics

COMPARISON: 1964 and 1965

	1965	1964	Change
Traffic Arrests	29,097	27,580	+ 6%
Traffic Accidents	10,037	9,191	+ 9%
Accident Data Requests	3,718	2,842	+ 31%

Criminal Statistics

COMPARISON: 1964 and 1965

	1965	1964	Change
Criminal Arrests	6,766	6,132	+ 10%
Criminal Reports	18,852	17,697	+ 7%



Finance Division

EXPENDITURES FOR FISCAL YEAR 1964-1965

Salaries	\$1,597,280.93
Personal Services	2,220.15
Travel	7,037.09
Contractual Services	105,346.16
Supplies and Materials	107,835.01
Capital Outlay	78,199.03
Special Items	28,347.28
TOTAL EXPENDITURES	\$1,926,265.65

REPORT OF OVERTIME

	Overtime Worked	Overtime Repaid	Actual Overtime
Troop 1	5,305	871	4,434
Troop 2	4,654	724	3,930
Troop 2A	3,999	443	3,556
Troop 3	3,763	820	2,943
Troop 4	3,449	614	2,835
Troop 5	2,747	766	1,981
Headquarters	4,146	1,066	3,080
Total Hours	28,063	5,304	22,759

Of the totals listed above, the Detective Division worked 9,175 hours overtime and the Law Enforcement Intelligence Unit worked 933 hours overtime.

Motor Vehicle Fleet

Number of Passenger Cars	161
Number of other vehicles	8
TOTAL	169
Total Number of Miles Traveled	3,512,233

	Cost Per Mile	Over-All Cost
Maintenance Cost	\$.008	\$86,475.88*
Operating Cost	.0135	47,773.17
TOTAL	\$.0215	\$134,249.05

*Includes mechanics' salaries

Training Division

Between January and November of 1965, two classes were held at the Dover Air Force Base involving a full six months training to 20 aspirants. This class brought Department manpower to 226 officers. Out of 87 applications received during the year, 21 applicants were approved and began training in January, 1966.

To provide members with specialized instruction, the Department sent 12 officers to advance police schools in other states.

Because of widespread civil disturbances in the U.S. during 1964, the Department held a three-day classroom and field training refresher program for all personnel in riot control. The program, conducted by F.B.I. agents, resulted in establishment of a riot control unit at each troop.

Medical Program Analysis

Officers examined totalled 217. The fitness summary is as follows: 145 physically fit, 42 with physical defects, 26 overweight and 4 underweight.

Firearms

Training

All members participated in compulsory requalification by monthly firing over the Practical Pistol Course and the indoor course on the Army "L" target. Additional instruction and review was given in the proper care, handling and firing of the riot gun, sub-machine gun, gas gun and gas grenades.

The recruit classes received the full course of firearms instruction as well as instruction in the use of the resuscitator.

The division also assisted in instructing employees of the New Castle County Correctional Institution in the use of tear gas.

Inspection and Maintenance

The annual inspection of all individual and organization equipment and storage facilities was conducted in April. Everything was found to be in satisfactory condition. Tear gas supplies were replaced where indicated.

A new program was instituted in September, 1965. All individual weapons were recalled and checked for working condition. All were dismantled, cleaned, oiled and overhauled. This preventive-type maintenance appears to have been beneficial as no gun has been submitted for repair during the past year; normally 25 to 30 guns would have required attention.

Miscellaneous

Approximately 82,000 rounds of 138 calibre ammunition were reloaded during the year. For training purposes, 64,500 rounds of .38 calibre ammunition and five and one-half cases of .22 calibre ammunition were used.

Safety, Education and Public Information

The policies and objectives of the State Police were presented through 472 programs by members of the department to a total of 40,903 people in civic, religious, service, professional and youth groups. In addition, written news releases kept the public informed. The following table lists type of presentation and attendance:

Type of Program	Presentations	Attendance
Driver Education	156	6,581
Traffic Safety	131	15,670
Delinquency	53	4,300
Criminal and Polygraph	41	2,216
Patrol Dog Demonstrations	34	5,405
Miscellaneous	57	6,731
TOTAL	472	40,903

Youth

Youth Division personnel, assigned to field operations, spent a total of 11,250 hours on duty, of which 1,200 hours were overtime. There were 490 public appearances by the six youth officers before Driver Education classes, other school classes, school assemblies, church and civic groups.

A total of 2,238 juveniles, who were not arrested (excluding traffic reprimands), were brought to the attention of the Youth Division. Of these 1,925 required additional investigation or other action by a youth officer. Of the above, 231 had either been drinking or were in the company of those drinking.

Patrol of Delaware's ocean beaches was conducted by Youth Division personnel during the summer weekends, with an expenditure of 869 man hours.

The "Letter to the Parent" program was increased to 1,361 letters from a previous high of 934. There were 716 answers received, containing much favorable comment on the program. These letters were sent as a result of unlawful operation of a motor vehicle; being a passenger in same; pedestrian and bicycle violations; and in situations detrimental to the best interest of the child's welfare.

A total of 4,173 juveniles were arrested for criminal and traffic violations during 1965.

Communications

Increased activity was experienced in all phases of communications. The volume of teletype messages handled by the Headquarters Communication Center grows each year. This increase is the result of the rapid expansion of the nationwide interstate teletype network. More available sources of information have generated more message traffic coming into as well as leaving the state. In addition, the members of the intra-state Municipal Teletype Net have taken advantage of these additional sources which increased the relaying of messages by the Communications Center.

Plans are being made to form a nationwide private line teletype network connecting all states and major metropolitan areas in a high speed, completely automatic system. The Delaware State Police Communication Officer was selected as the national coordinator. In this capacity, he will coordinate activities and negotiations between the states, American Telephone and Telegraph Company, and General Services Administration to implement the National Law Enforcement Teletype System.

The radio network was expanded to provide communications with neighboring states and several local departments in Delaware.

RADIO

Messages Sent	31,380
Message Received	258,256
Total	289,636

TELETYPE

Messages Relayed to Wilmington P.D.	5,903
Messages Received from Wilmington P.D.	4,347
Motor Vehicle Checks Received from Wilmington P.D.	8,012
Wilmington Total	18,262
Messages Received and Sent to other Municipal P.D.	7,065
Municipal Net Total	25,327
Messages Relayed to Troops	8,242
Messages Received from Troops	6,358
Motor Vehicle Checks Relayed to Motor Vehicle Dept.	11,893
Total	26,493
Messages Sent out of State	9,675
Messages Received from Other States	69,661
Total	79,336
Total Messages Handled by Headquarters Communication Center	131,156

