

STATE POLICE REPORT
CALENDAR YEAR 1954
FOR STATE HIGHWAY
REPORT FISCAL YEAR 53-54

July 1, 1954

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 1953.

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

April 28, 1953, marked the Thirtieth Anniversary of the Delaware State Police as an organization. Created in 1923 by an act of Legislature under the title, "State Highway Police," the organization's name was changed in 1931 from the State Highway Police to the "Delaware State Police," retaining full constabulary powers.

In reviewing the Department's activities and progress during the past thirty years, one may experience a great measure of satisfaction over what has been achieved within the Department. Particularly is this true when it is realized that at one time there were few, if any, police reports in the field of traffic enforcement, yet today we rely on them to an immeasurable extent as a basis for our enforcement and engineering programs.

The force has expanded considerably since 1923, when there were only twenty-one officers, until today we have a total complement of one hundred and forty-four uniformed members. Though, numerically speaking, our growth has been considerable, in comparison our duties and responsibilities have increased by leaps and bounds due to the tremendous growth of the State in both industry and population. The working conditions in the thirty years tended to follow those of industry and the number of men available at any one time, except in emergencies, is still small compared with the duties and responsibilities entrusted to us.

The 1953 General Assembly enacted a law making the normal work week of the State Police forty hours and appropriated funds for the purpose of employing twenty-four additional officers which brought our total strength to one hundred and forty-four. While these twenty-four men increased our numerical strength, they did not increase our services to the public due to the five-day work week.

It was a source of great satisfaction when, in July of 1953, the Department was awarded first place in Traffic Law Enforcement in the nation for the year 1952.

In the course of the year, several members received specialized training at schools other than those conducted by the Department. Captain C. Preston Poore attended a three-weeks course for chief driver license examiners at Northwestern University. Staff Captain Edgar F. Isaacs, Jr. and Trooper First Class Joseph B. Ferguson attended an Emergency Traffic Course conducted by the Civil Defense Admin-

istration, Atlanta, Georgia; and Troopers First Class Ralph I. Richardson, Jr. and Norval R. Robinson attended a two-weeks course on Rescue Work at the Federal Civil Defense Administration College in Olney, Maryland.

During the year there were many things which called for the services of the State Police over and above the ordinary services; for example, the opening of the Brandywine Raceway, a hurricane in Sussex County, a gambling situation brought about by gamblers from other areas moving into this State, industrial strikes, and ship crashes in the Chesapeake and Delaware Canal.

We gratefully acknowledge the assistance rendered the Department by the Honorable J. Caleb Boggs, Governor, in the appointment of the Governor's Highway Safety Committee, which we feel will be of incalculable assistance to the Department in years to come by bringing our problems to the public.

During the year 1953, Sergeant John W. Conrad of Troop #1 was promoted to the rank of Lieutenant. In addition, Corporals James A. Rudelmier, John C. Fahey, and Joe R. West were advanced to the rank of Sergeant.

The Department commenced one of the largest Recruit Training Schools in its history when, on October 1, 1953, thirty men who had previously been selected started training at the Dover Air Force Base. Twenty-four of these men were provided for in the law granting the five-day work week and six were replacements. During the year four officers retired. They were Captains Russell D. Jones and Aubrey H. Reed, Lieutenant Charles M. Singleton and Sergeant James A. Cole.



CORPORAL JOHN HENRY CONRAD

The death of John Henry Conrad, retired Corporal of the Delaware State Police, on August 22, 1953, was keenly felt by all members who had worked with him. Although he had been retired for a period of almost ten years, Corporal Conrad will be greatly missed by members of the Department. He still retained a close association with his fellow officers after retiring as he held the position of Justice of the Peace in Dover.

Corporal Conrad was sworn in as a member of the State Police on May 26, 1924, approximately one year after its organization as a constabulary, at which time he was assigned to Troop #1. On November 17, 1924, he was transferred to Troop #2 where he remained until December 22, 1924, when he was transferred to Troop #3, Dover, where he completed his twenty years of service. He was promoted from the rank of Trooper to Corporal on July 1, 1930.

He will long be remembered by those who worked with and knew him as a loyal friend, one who had a sincere and profound interest in the Department's personnel and was always ready to lend a helping hand or give his wise counsel.

COMMUNICATIONS

The year 1953 has been another in which great activity and accomplishment can be noted. In addition to the primary assignment of maintaining and further developing our own communciations to meet the varied demands of the Department, the division has been instrumental in planning and developing communications for other State agencies.

The basic radio communciations equipment of the Department is now thirteen years old. The company which manufactured it is no longer in business, therefore, many necessary replacement items must be purchased on the open market. This further complicates the problem of keeping the equipment in operating condition.

The addition of Radar Electronic Speed Meters for traffic enforcement has been a very interesting addition to the division in that varied operational problems have been encountered and reasonable explanations sought.

The State Department of Civil Defense has directed this division to plan and further develop communications for their department. This development has consisted of:

1. Installing and maintaining the Air Defense Alert and Warning Network.
2. Integration of special equipment into the State Police communications system.
3. Placing into operation and maintaining the State of Delaware Fire Network.
4. Placing into operation the various Civil Defense Radio Networks.
5. Recruiting and training operational personnel for Civil Defense and Fire Networks.
6. Assisting in Civil Defense legislative programs.

The State of Delaware Radio Fire Net consists of fifty-four mobile radio transmitter-receiver combinations installed in fire trucks of the various fifty-four volunteer fire companies throughout the State, together with three base stations and the controlling units. This system is continually increasing in the total number of units that must be maintained.

The integration of these additional duties from both the administrative and maintenance standpoint, without additional personnel, has created a real challenge for the division.

Statistical records of the State Police indicate the following equipment and activity within this division:

	Year Ending Dec. 31, 1952	Year Ending Dec. 31, 1953
Radio Messages Sent	58,970	53,235
Radio Messages Received	170,203	162,826
Teletype Messages Sent	900	2,163
Teletype Messages Received	20,442	17,153
Fixed Radio Stations	5	6
Radio Equipped Cars	70	72
Radar Units	0	2



STATE TROOPERS SETTING UP RADAR SPEEDMETERS.

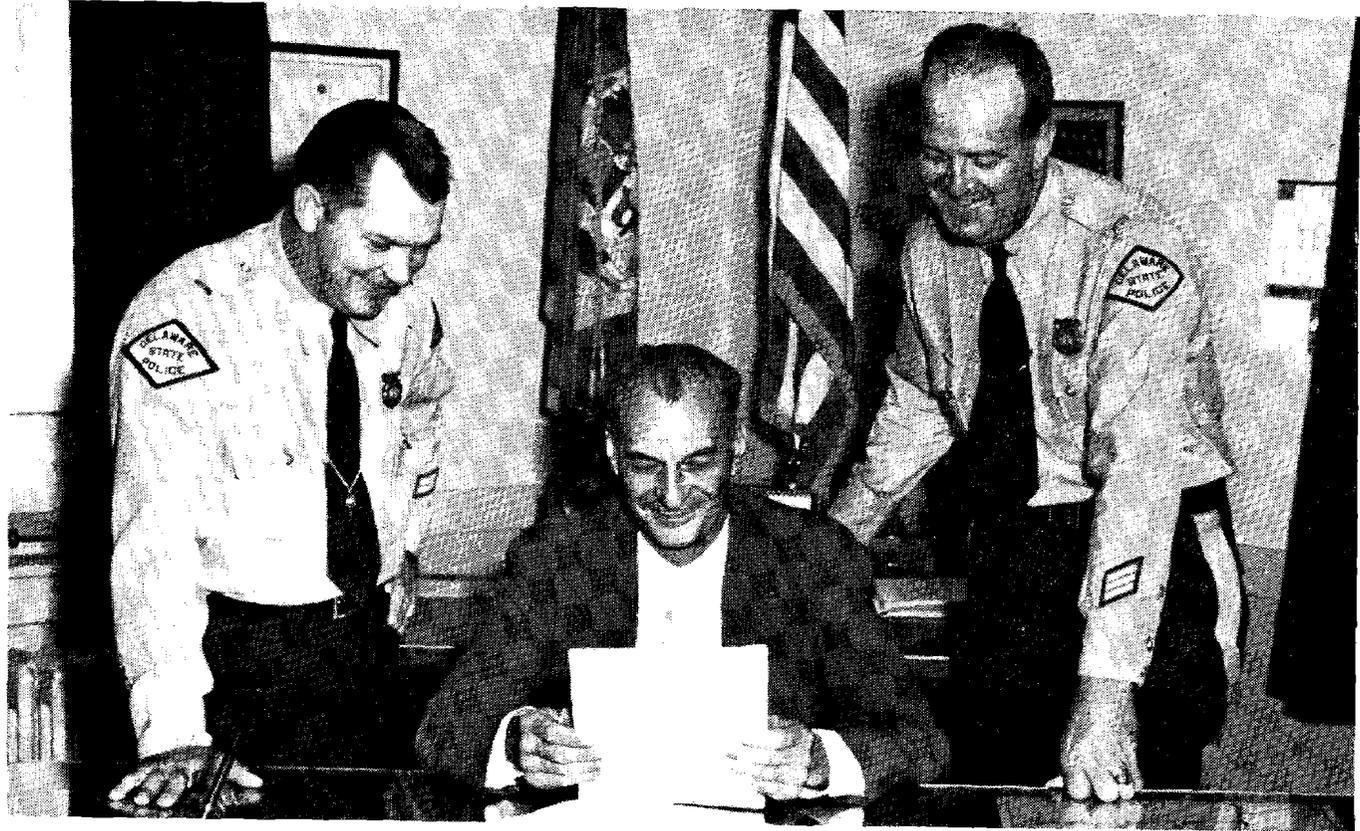
TRAFFIC BUREAU

The enforcement of traffic laws, accident investigation and prevention continue as the major functions of the State Police. Almost everyone not directly concerned with police or safety work is inclined to disregard the appalling number of deaths and injuries as a result of accidents on our highways, and very few persons think anything at all of the high economic loss resulting from these collisions. It is believed that this very attitude contributes to this needless loss of life, serious injury and millions of dollars in property loss. Yet, the persons killed are just as dead as if they had been shot or otherwise brutally murdered; the persons injured are hurt just as much as if they had been struck over the head with a bludgeon; and the money used to pay for our damages disappears, in effect, as if it were stolen. Too many of our drivers are inclined to believe they can stretch the safety rules and "get away with it," not knowing or caring for the "day of reckoning." For the person who continues to violate the traffic laws or safety rules, having an accident is like reaching into a bag of 100 marbles; 99 white and 1 black. Sooner or later that person is going to pick the black marble.

Much good has been done to correct the foregoing attitude through the formation of the Governor's Highway Safety Committee and their cooperative support of our traffic law enforcement program, plus their positive approach in the phase of public information.

Traffic congestion on summer week-ends has reached the saturation point on highways leading to resorts and fishing areas. This creates a problem in the Wilmington Manor area where vacation traffic plus local and through traffic merges with the Delaware Memorial Bridge traffic. The result is that officers needed to patrol the highways must be used to do manual traffic duty and, in many instances, leave stretches of the highway unprotected.

The constant battle to hold traffic fatalities to the same level, in spite of increases in registrations as well as miles traveled on Delaware highways, plus no increase in personnel, was lost this year when the fatalities in rural Delaware climbed from 74 fatalities in 1952 to 108 in 1953.



DELAWARE STATE POLICE RECEIVING NOTIFICATION THAT THE DEPARTMENT TIED FOR FIRST PLACE IN EASTERN REGION FOR OUTSTANDING TRAFFIC LAW ENFORCEMENT.

TRAFFIC LAW ENFORCEMENT

During the year there were 13,934 arrests made by the State Police for violations of the traffic laws; of these, 13,553 or 97.2% resulted in convictions.

Since the primary purpose of traffic law enforcement is to prevent accidents, the greatest attention was given to accident-producing violations. As a result, 11,949 or 85% of the total number of arrests were for dangerous moving violations.

The annual enforcement index, which is the ratio between convictions for dangerous moving violations and the number of fatal and personal injury accidents, was 10.5.

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

ARRESTS MADE FOR DANGEROUS MOVING VIOLATIONS

	Year 1953
Operating under the influence	192
Speed violation	6,652
Right-of-way	297
Wrong side of road	285
Reckless driving	938
Improper passing	522
Failure to signal	115
Disregarded stop sign and signal	1,050
Passed stopped school bus	13
Improper turning	178
Assault and Battery by Motor Vehicle	25
Manslaughter	22
Miscellaneous dangerous moving violations	231

ARRESTS MADE FOR EQUIPMENT VIOLATIONS

Light violations	54
Brake violations	250
Flare violations	198
Other equipment violations	124

ARRESTS MADE FOR PEDESTRIAN VIOLATIONS

Pedestrian intoxications	462
Other pedestrian violations	74

ARRESTS MADE FOR LICENSE AND REGISTRATION

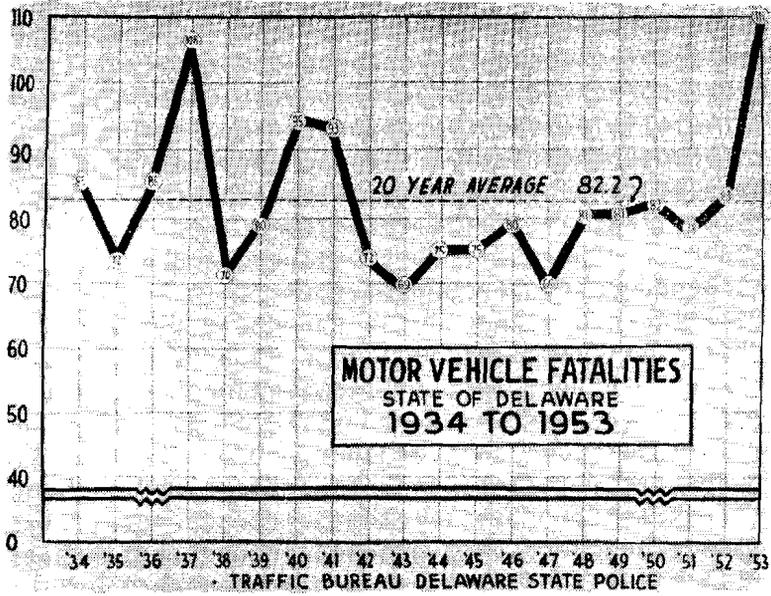
Driver license violations	1,076
Registration and title violations	177

ARRESTS MADE FOR MISCELLANEOUS VIOLATIONS

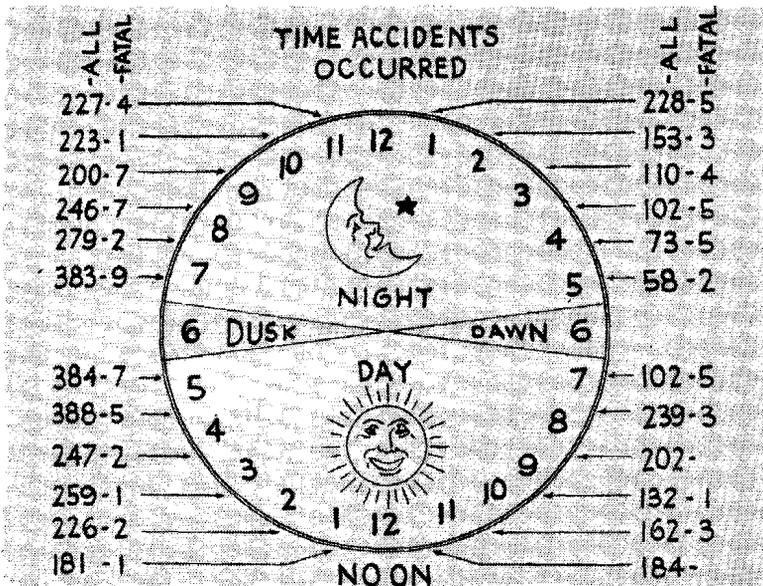
Parking violations	242
Oversize and overweight violations	203
Leaving scene and failure to report accident	328
Operating motor vehicle without consent	34
Others	165

In many instances where an arrest would be too harsh a penalty, or would cause hardship in a family, the State Police issue written reprimands. There were 90,892 such reprimands issued to violators in 1953.

During the year there were 18 pedestrians killed and 103 injured. In an effort to control the pedestrian problem, the State Police issued 2,858 written reprimands to pedestrians for unsafe walking practices.



SUMMARY OF MOTOR VEHICLE TRAFFIC ACCIDENTS FOR 1953



SUMMARY OF MOTOR VEHICLE TRAFFIC ACCIDENTS FOR 1953

MOTOR VEHICLE TRAFFIC ACCIDENTS

In 1953 there were 4,889 traffic accidents reported to the State Police. An "on the scene" investigation was made on each accident reported.

There were 84 fatal accidents, which resulted in 108 persons losing their lives. In comparison with 1952 figures, while there was an increase of 34 deaths for the year, there was a decrease of 24 persons injured, despite an over-all increase in accidents. There were 1,653 persons injured in 1,038 accidents in 1953 and 1,677 persons injured in 1,039 accidents in 1952.

The large amount of transient traffic is reflected by the fact that 29.1% of the drivers involved in all accidents, and 40% of the drivers involved in fatal accidents, were residents of other States.

In most instances statistics are glanced over and receive very little attention. When one is comparing traffic accident statistics, however, it should be remembered that the increases or decreases are not just numbers: we should try to picture the heartaches, pain and suffering to which these numbers allude. Such as:

The parents mourning the loss of their only child.

The father and mother suddenly snatched away from their home.

The person lying in the hospital bed with broken bones or perhaps paralyzed for life.

The young girl disfigured for life.

In most cases these are the result of carelessness on some driver's part.

TABLE E-DIRECTIONAL ANALYSIS

An accident consisting of a series of collisions, overturning, etc., is classified according to the first event

I. Pedestrian Accidents	All Accidents (incl. any property damage accidents)	Fatal Accidents					Non-Fatal Injury Accidents						
		Total Fatal Accidents	At Intersection			Non-Intersection	Not Stated	Total Non-Fatal Injury	At Intersection			Non-Intersection	Not Stated
			Car Entering	Car Within	Car Leaving				Car Entering	Car Within	Car Leaving		
1. Car going straight	114	18	1	1	1	15	96	8	4	3	81		
2. Car turning right	2						2	1			1		
3. Car turning left	2						2	1			1		
4. Car backing	1						1				1		
5. All others	1						1				1		
6. Not stated	1						1				1		
Total pedestrian accidents	121	18	1	1	1	15	103	10	4	3	86		

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	406	8	102	296	1a. Collision with non-motor vehicle, train, street car, bicycle, etc.—at intersection	26	3	11	12
b. Same—one right turn, other straight	27		7	26	b. Same—not at intersection	71	1	14	58
c. Same—one left, other straight—from right	36		5	31	2a. Collision with fixed object in roadway—at intersection	64		14	50
d. Same—one left, other straight—from left	33		2	31	b. Same—not at intersection	193	4	41	148
e. Same—all others	59		4	55	3a. Overturned in roadway—at intersection	7		1	6
2a. From same direction—both going straight	45		4	41	b. Same—not at intersection	69	2	21	46
b. Same—one right turn, one straight	51		2	44	4a. Left roadway—at intersection—then overturned	17		4	13
c. Same—one left turn, one straight	189		12	172	b. Same—then struck fixed object	88	3	21	64
d. Same—one stopped	296	1	49	246	c. Same—then struck other vehicle				
e. Same—all others	24		3	21	d. Same—then struck pedestrian				
3a. From opposite direction—both going straight	23	1	6	16	5a. Left roadway—at curve—then overturned	96		26	70
b. Same—one left turn, one straight	84		16	68	b. Same—then struck fixed object	211	8	59	144
c. Same—both turning left	1			1	c. Same—then struck other vehicle				
d. Same—all others	13		3	10	d. Same—then struck pedestrian				
4. Not stated					6a. Left roadway—on straight road—then overturned	133	3	34	96
Total two motor veh. intersection accidents	1287	10	219	1058	b. Same—then struck fixed object	464	12	125	327
					c. Same—then struck other vehicle				
					d. Same—then struck pedestrian				
					7. Driverless moving vehicle	6			6
					8a. Occupant fell from vehicle—boarding or alighting in traffic				
					b. Same—not boarding or alighting	29		28	1
					9. Injured within vehicle (no other event)				
					10. Mechanical failure (no other event)	4		1	3
					11. Fire (no other event)	1			1
					12.				
					13.				
					14.				
					15.				
					16. All others	43		12	31
					17. Not stated				
Total two motor veh. non-intersection acc.	1957	20	304	1633	Total all other accidents	1524	36	412	1076

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 & Over	Not Stated	Male	Female	Daylight	Dusk	Darkness	Not Stated	
1a. Crossing at intersection—with signal	1						1											
b. Same—against signal	2			1			1											
c. Same—no signal	10	2	1	2			2	2	3									
d. Same—diagonally	2						2											
2. Crossing not at intersection	67	10	13	20	7	2	6	11	8									
3. Coming from behind parked cars	19	3	6	10	1		1	1	1									
4a. Walking in roadway—with traffic—sidewalks available	2							1										
b. Same—sidewalks not available	5	1				1	1	3										
c. Walking in roadway—against traffic—sidewalks available	0																	
d. Same—sidewalks not available	3							2	1									
5. Standing in safety zone																		
6. Getting on or off street car																		
7. Getting on or off other vehicle																		
8. Pushing or working on vehicle in roadway	1	1			1													
9. Other working in roadway	5	1		1	2		1		1									
10. Playing in roadway	3			3														
11. Hitching on vehicle	1			1														
12. Lying in roadway	1							1										
13. Not in roadway	2			1			1											
14. Not stated																		
Total pedestrians	124	18	21	37	10	6	1	16	19	14	93	31	83	5	36			

Additional information on pedestrians included above:

1. On sled	
2. On coaster wagon, tricycle, etc.	
3. On roller skates	
4. Pushing, pulling cart, buggy, wagon, etc.	
5. Vending in roadway—no cart	
6. Hitch-hiking in roadway	
7.	

CRIMINAL DIVISION

Following is the Fourteenth Annual Report of the Bureau of Criminal Investigation and Identification covering the calendar year January 1, 1953 to December 31, 1953:

Crime in rural Delaware increased 9.2% over the 1952 figure. A total of 6,224 cases were investigated by the State Police, of which 83% were cleared either by arrest or investigation. This is a very high percentage of cases cleared in comparison with national figures. It not only reflects on the ability of our officers, but also shows the value of the training they have received in this field.

Auto Thefts:

Auto thefts remained the same during 1953 as during the preceding year. Ninety-five (95) such cases were reported in rural Delaware. There were ninety (90) cars recovered. As in past years, some, if not all, may be recovered after this report goes to press.

Robbery and Aggravated Assaults:

Robbery cases have increased 50% over the year 1952, and Aggravated Assaults have increased 6.3% over 1952.

The trend this year has shown an increase in crimes of an aggravated nature. This type of crime requires a more systematic and thorough investigation and also requires long hours of hard work. Detectives in this type of crime have solved 11 of 21 Robbery cases and 30 of 36 Aggravated Assault cases.

In an effort to prevent and detect crime, the State Police are continuing to make nightly checks of business places throughout the State. As in the past, we believe this to be of great value as a deterrent to crime.

State Police Detectives conduct surveillances of homes in areas where breaking and enterings take place. This type of investigation is performed in an effort to apprehend criminals responsible for crimes of this nature. Following is the result of this phase of investigation:

Around the latter part of 1953 Brandywine Hundred was the locale of a series of burglaries of private homes. In each of the homes that were broken into several hundred dollars worth of miscellaneous articles were taken and also a considerable amount of damage was done by the culprits.

After one of these breaking and enterings had been reported to the police, an intensive investigation was carried on in the immediate neighborhood. A house to house canvass was made and a very alert neighbor gave the officers information concerning a truck that he had seen in the neighborhood on the night of the crime. Being suspicious of this truck, he was able to give the officers a very good description and the license number. The truck was registered to a known criminal who had, in the past, served time in the New Castle County Workhouse for the crime of "Burglary." A four-week "around the clock" surveillance of the truck and owner brought negative results, and the State Police as well as Detectives resumed the duties of watching darkened homes in the area where burglaries were being committed.

On the night of September 18, 1953, a resident returned home and discovered that his house had been burglarized. State Police were notified and Detectives working on the case were immediately assigned to investigate. While officers went to the home of the victim, Detectives proceeded at once to the home of the known suspect. A short time after their arrival, the truck appeared occupied by three men. As the Detectives approached the truck and identified themselves, the driver attempted to run over one of them while attempting to escape in the truck. The officer was able to move quickly enough with only slight injury to himself. After the command to halt was ignored, several shots were fired into the truck but the driver failed to stop.

Several hours later the truck was found abandoned near the home of an associate of the suspect. An intensive investigation was conducted and in a few days all three suspects were apprehended and confessions obtained admitting their participation in many house burglaries.

It was necessary for Detectives to visit four adjoining States for the purpose of recovering the property stolen by these men.

All three subjects are now serving long terms in the New Castle County Workhouse.

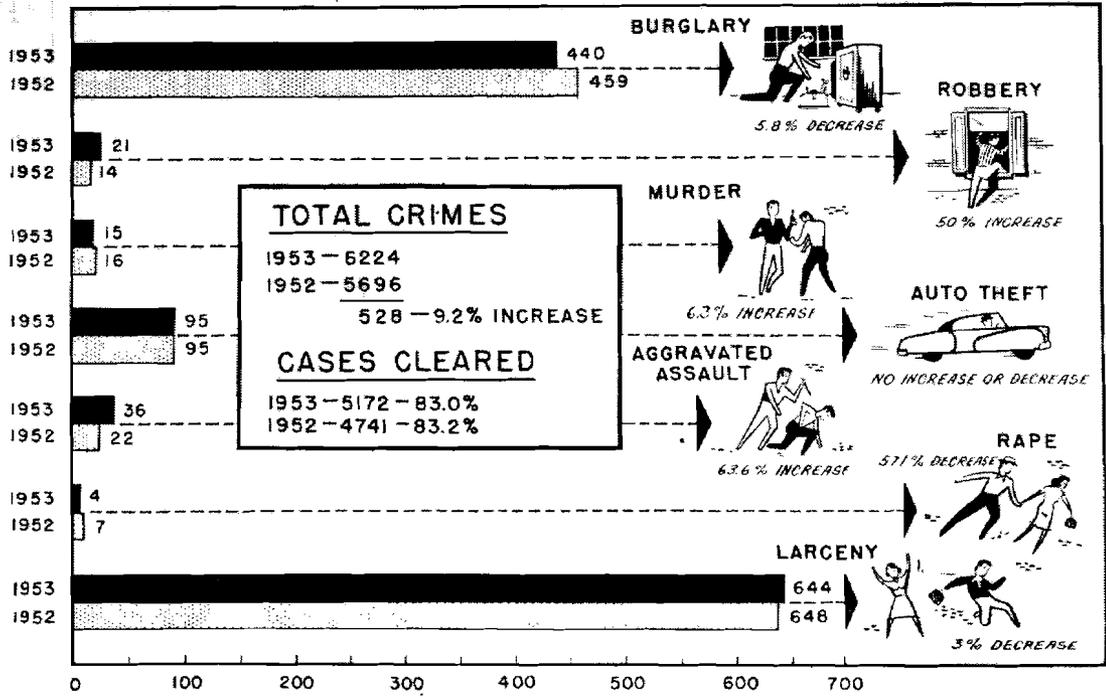
202



SHOWING BULLET HOLES IN TRUCK USED IN BURGLARY CASES

**DELAWARE STATE POLICE
COMPARISON OF RURAL DELAWARE
CRIME TRENDS FOR 1953 OVER 1952**

203



CRIMINAL STATISTICS FOR THE YEAR 1953

Class 1	0.4 increase
Class 2	11.6 increase
Class 3	11.8 increase

CASES CLEARED

	<u>Class 1</u>	<u>Class 2</u>	<u>Class 3</u>	<u>Average</u>
1953	47.1	76.3	95.3	72.9
1952	41.8	89.	91.7	74.2

VALUE OF PROPERTY STOLEN AND RECOVERED

	<u>1953</u>	<u>1952</u>
Total value of property stolen	\$209,014.55	\$191,749.36
Total value of property recovered	131,979.15	120,348.93
(a) Recovered (Delaware State Police)....	43,125.00	62,415.00
(b) Recovered (Other Jurisdictions)	57,775.00	32,400.00
(c) Recovered otherwise	3,700.00	4,595.00
Percent of stolen property recovered	63.1	62.7
Value of property recovered for other jurisdictions	131,891.25	140,993.30
Total value of property recovered by Delaware State Police	202,395.40	224,512.23

BURGLARY

This offense decreased 5.8% over 1952, with 440 cases being reported as compared to 459 in 1952. A total of 49.5% of the cases were cleared through investigation and arrest.

	<u>1953</u>		<u>1952</u>
Cases	440	Cases	459
Cleared	49.5%	Cleared	41.3%

BY TROOP

<u>Troop</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>Totals</u>
Number of cases	84	204	38	57	57	440
Number cleared	50	98	18	10	42	218
Percentage cleared	59.5	48.	47.3	17.5	73.6	49.5

LARCENY

Larceny decreased .3% during 1953, with 37.8% of the cases being cleared.

	<u>1953</u>		<u>1952</u>
Cases	644	Cases	648
Cleared	37.8%	Cleared	49.0%

BY TROOP

<u>Troop</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>Totals</u>
Number of cases	197	186	54	152	55	644
Number of cases cleared	61	71	30	60	22	244
Percentage cleared	30.9	38.1	55.5	39.4	40.	37.8

HOMICIDE INVESTIGATION—1953

Troop	Cases	Cleared	Arrests
#1	0	0	0
#2	3	3	3
#3	4	4	2
#4	5	5	5
#5	3	3	2
TOTALS	<u>15</u>	<u>15</u>	<u>11</u>

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.

- 799 Defendants had fines imposed totaling \$14,429.00.
- 322 Defendants were sentenced to 163 years, 3 months and 27 days.
- 63 Defendants were sentenced in default of fine.
- 41 Defendants had sentences suspended.
- 109 Defendants had cases Nolle Prossed by Attorney General.
- 56 Defendants had cases withdrawn by complainant.
- 131 Defendants had cases dismissed by Magistrate.
- 210 Defendants had cases dismissed by Family Court.
- 4 Material Witnesses were dismissed.
- 21 Defendants had cases dismissed by Court of Common Pleas.
- 174 Persons paroled for 170 years, 6 months, and 10 days.
- 30 Persons paroled for an indefinite period.
- 45 Persons committed to State Institutions.
- 492 Persons released to other authorities.

AUTO THEFTS AND RECOVERIES

	<u>1953</u>	<u>1952</u>
Number of car thefts (Rural Delaware)	95	95
Total Recovered (Item 1)	90	89
(a) Recovered (State Police)	45	65
(b) Recovered (other jurisdictions)	44	22
(c) Recovered otherwise	1	2
Percent of stolen cars recovered (Rural Delaware)	94.7%	93.8%
Automobiles recovered for other jurisdictions	43	77
Automobiles recovered for Wilmington Police Dept.	47	32
Total cars recovered by Delaware State Police	135	198

AUTO THEFTS BY TROOPS

Troop	1	2	3	4	5	Total
Thefts	19	48	6	12	10	95
Recovered (State Police)	5	26	3	8	3	45
Recovered (other jurisdictions)	14	18	3	2	7	44
Recoveredda Otherwise	1	.....	.....	.....	.....	1
Recovered for Wilmington Police Dept.	16	27	3	.....	1	47
Recovered for other Jurisdictions	11	14	10	2	6	43
Cars Remaining Stolen	3	.....	.....	2	.....	5

RELEASED TO OTHER AUTHORITIES

	<u>1953</u>	<u>1952</u>
Army	39	35
Family Court	166	29
F. B. I.	7	23
Ferris Industrial School	20	25
Governor Bacon Health Center	3	0
Kent County Jail	0	1
Maryland	57	40
Massachusetts	0	2
Navy	10	7
N. C. C. W.	0	3
New Jersey	12	10
New York	6	2
North Carolina	0	2
Others	0	2
Parents	47	95
Pennsylvania	16	23
State Hospital	24	1
Sussex County Prison	0	1
Virginia	0	1
Wilmington Police Department	79	76
Woodshaven School for Girls	6	11
TOTALS	492	398

OFFENSES COMMITTED BY JUVENILES AND MINORS

	<u>1953</u>	<u>1952</u>
Adultery	0	2
Arson	5	2
Assault	1	3
Assault & Battery	11	36
Assault to Rape	2	0
Bastardy	1	1
B. E. & Larceny	198	112
C. C. D. W.	2	9
Discharging Firearms	0	0
Disorderly Conduct	37	43
Disturbing the Peace	0	1
Drunk & Disorderly	3	1
Escapee	5	12
False Pretense	1	5
Federal	8	20
Forgery	0	16
Fugitive	35	38
Gambling	0	3
Incorrigible	3	1
Larceny	117	104
Larceny Motor Vehicle	27	20
Liquor Laws	1	0
Malicious Mischief	29	49
Material Witness	0	20
Miscellaneous	19	12
Non-Support	0	2
Parole Violator	0	5

Rape	1	1
Receiving Stolen Goods	2	6
Robbery	5	5
Runaways	32	57
Threats	2	2
Toying Female Minor	0	1
Trespassing	7	23
Vagrancy	4	3
Sodomy	0	1
Worthless Checks	1	0
TOTALS	559	615

MINOR AND JUVENILE ARRESTS BY AGE

<u>Age</u>	<u>1953</u>	<u>1952</u>
8-11	70	18
12	25	13
13	30	16
14	51	48
15	62	89
16	92	90
17	84	92
18	80	104
19	40	88
20	25	56
TOTALS	559	615

BUSINESS PLACES CHECKED—1953

<u>Troop</u>	<u>Number</u>
#1	15,461
#2	16,709
#3	8,565
#4	11,311
#5	7,365
TOTALS	59,411

DELAWARE STATE POLICE
CRIMINAL STATISTICS FOR 1953 AND 1952
Number and Disposition of Offenses Known to the Police

208

	Offenses Known		Offenses Cleared By Arrest		Offenses Cleared By Investigation		Persons Arrested	
	1953	1952	1953	1952	1953	1952	1953	1952
UNIFORM CLASSIFICATION OF OFFENSES								
Part I Classes								
1. Criminal homicide:								
(a) Murder and nonnegligent manslaughter	12	13	8	12	3	1	8	12
(b) Manslaughter by negligence	3	3	2	3	..	..	3	4
2. Rape	4	7	3	4	1	2	3	5
3. Robbery	21	14	10	9	1	3	25	13
4. Aggravated assault	36	22	30	18	..	1	37	25
5. Burgary—breaking and/or entering	440	459	196	166	22	24	495	247
6. Larceny—theft (except auto theft:								
(a) \$100 and over in value	110	90	25	14	6	9	34	20
(b) Under \$100 in value	539	558	179	210	60	85	280	273
7. Auto theft	93	102	27	26	21	21	45	35
8. Arson	31	15	4	6	10	2	7	6
Total, Part I Classes	1,289	1,283	454	468	124	148	937	640
Part II Classes								
9. Forgery and counterfeiting	60	85	54	55	2	3	48	77
10. Embezzlement and fraud	72	36	55	34	3	2	54	38
11. Stolen property—buying, receiving, possessing	7	12	7	15	..	..	14	22
12. Prostitution and commercialized vice	1	..	1	..	..	..	2	..
13. Sex offenses (except 2 and 12)	78	50	45	27	2	8	65	34
14. Federal Violations	57	116	39	47	14	63	48	64
15. Fugitives	241	163	104	90	88	45	152	136
Total, Part II Classes	516	462	305	268	89	121	383	371

DELAWARE STATE POLICE
CRIMINAL STATISTICS FOR 1953 AND 1952
Number and Disposition of Offenses Known to the Police

	Offenses Known		Offenses Cleared By Arrest		Offenses Cleared By Investigation		Persons Arrested	
	1953	1952	1953	1952	1953	1952	1953	1952
UNIFORM CLASSIFICATION OF OFFENSES								
Part III Classes								
16. Other assaults	523	469	311	278	202	170	363	352
17. Weapons—Carrying, possessing, etc.	33	31	30	31	1	1	39	35
18. Offenses against the family and children	95	67	55	39	38	28	66	48
19. Narcotic drug laws	7	...	2	...	5	...	2	...
20. Liquor laws	4	2	2	2	2	...	7	7
21. Drunkenness	102	137	85	105	20	33	91	120
22. Disorderly conduct	467	481	276	249	178	228	329	327
23. Vagrancy	61	54	61	47	...	3	64	64
24. Gambling	19	15	7	15	7	8	24	68
25. Missing persons and runaways	275	372	13	33	217	244	42	63
26. Insanity cases handled	20	13	4	3	15	12	5	3
27. Suicide cases investigated	42	30	...	...	38	31	...	...
28. Sudden deaths investigated	77	61	...	...	59	59	...	...
29. Noncriminal complaints investigated	42	48	3	...	38	47	3	1
30. Escapes .....	...	85	...	7	...	91	...	7
31. All other offenses not listed	2,652	2,086	371	402	2,159	1,570	406	537
Total, Part III Classes	4,419	3,951	1,220	1,212	2,979	2,526	1,441	1,634
GRAND TOTAL	6,224	5,696	1,979	1,947	3,192	2,794	2,761	2,643

209

AUTO THEFTS AND RECOVERIES

	<u>1953</u>	<u>1952</u>
Number automobiles reported stolen (except Wilmington)	95	95
Total recovered (of item #1)	90	78
(a) Recovered by investigators	2	2
(b) Recovered by Troopers	43	52
(c) Recovered by other jurisdictions	44	22
(d) Recovered otherwise	1	2
Total recovered (stolen other years)	0	0
Percent of stolen cars recovered	94.7	82.1
Automobiles recovered for other jurisdictions	43	77
Automobiles reported stolen in Wilmington, Del.	337	230
Automobiles recovered for Wilmington Police Dept.	47	32

VALUE OF PROPERTY STOLEN AND RECOVERED

	<u>1953</u>	<u>1952</u>
Total value property stolen (except Wilmington)	\$104,894.55	\$ 90,034.46
Total value stolen property recovered (of Item #1)	27,379.15	21,103.93
Percent of stolen property recovered	26.1	23.4
Value of other property recovered	.....	165.00
Value of property recovered for other jurisdictions (automobiles included)	131,891.25	140,993.30
Total value of stolen automobiles (except Wilmington)	104,120.00	101,715.00
Total value of stolen automobiles recovered (of Item #6)	104,600.00	90,995.00
(a) Recovered by Delaware State Police	43,125.00	54,000.00
(b) Recovered by other jurisdictions	57,775.00	32,400.00
(c) Recovered otherwise	3,700.00	4,595.00

STATE BUREAU OF IDENTIFICATION

As the year 1953 came to an end, the files of the Bureau of Identification contained 63,337 criminal fingerprint cards. A total of 3,239 criminal fingerprint cards were processed during the year. This alone was a 4.8% increase over the preceding year. The services of checking criminal files for other agencies took a noticeable decrease as compared to 1952. There were 6,008 such examinations of the files as compared to 11,191 during the year 1952. This sharp drop was brought about by the decrease in men entering the Armed Forces as well as the decrease in the need for men in war production plants.

The photograph file, commonly known as the "Mug File," now has a total of 19,516 criminal photographs which have been contributed by law enforcement agencies and penal institutions within the State. The photographs are filed by the descriptive information of the subject as well

as the type of crime committed, which greatly assists victims in identifying a criminal.

Latent fingerprints continued to be an important factor in the identification of criminals. All Troops are equipped to search for and recover latent fingerprints at the scene of a crime. The same services are performed on many occasions for industrial organizations to assist in their investigations.

An interesting case solved by latent fingerprints occurred during the past year. A vending machine in one of the State institutions was broken into for the purpose of stealing money. A thorough examination of the machine indicated that an attempt had been made by the perpetrator to remove any latent fingerprints. However, one such print was located, processed, and removed by the identification officer. Interrogation by the investigating officer indicated the likely suspects. Their fingerprint cards were examined and an identification made. When the perpetrator was confronted with this information, he readily admitted his participation in the crime. He likewise admitted that it was his belief he would be safe from detection as he had intentionally wiped the machine with a cloth.

IDENTIFICATION REPORT FOR THE YEAR 1953

1. Applicants	129
2. Personal Fingerprint cards received	120
3. Wanted circulars received	1,274
4. Wanted circulars cancelled	1,091
5. Criminal fingerprint cards and their contributors:	
Troop #1	147
Troop #2	432
Troop #3	313
Troop #4	511
Troop #5	326
N.C.C.W.	833
Sussex Co. Prison	300
Dover P.D.	345
Newark P. D.	18
New Castle P.D.	2
Rehoboth	5
Smyrna	5
Bridgeville	1
Mem. Bridge	1
TOTAL	3,239
6. Criminal fingerprints by race and sex:	
White Male	1,652
Black Male	1,337
White Female	107
Black Female	142
Red Male	1
TOTAL	3,239
7. Previous Arrest	1,164
8. Indices checked for other investigating agencies	6,000

9. Photographic Service:

Department Name	Negatives Developed	Photos Printed	Photostatic Copies Printed	
Headquarters	320	1,093	98	
Troop #1	111	87	48	
Troop #2	214	118	16	
Troop #3	124	121		
Troop #4	267	211	23	
Troop #5	248	272	30	
TOTALS	1,284	1,902	215	3,401

10. Rogues Gallery:

White Race	497	
Colored Race	354	851

11. Firearms Registration:

Revolvers and Pistols	197	
Shotguns	14	
Rifles	10	221

12. TOTAL IDENTIFICATION DATA ON FILE AS OF DECEMBER 31, 1953

	1952	1953
Criminal Fingerprints	60,098	63,337
Criminals with previous records	28,404	29,568
Personal identification fingerprints	16,059	16,179
Firearms registered	3,211	3,432
Rogues Gallery:		
White Race	10,276	10,773
Colored Race	8,389	8,743

COMPARISON OF 1952 AND 1953

	1952	1953
1. Personal identification fingerprints received	1	120
2. Wanted circulars received	1,258	1,274
3. Wanted circulars cancelled	1,234	1,091
4. Criminal fingerprints	3,089	3,239
5. Previous arrests	1,079	1,164
6. Indices checked for other agencies	11,191	6,008
7. Photographic service	3,688	3,401
8. Rogues gallery	814	851
9. Firearms registered	238	221
10. Stolen firearms	2	0
11. Applicants	7	129

TRAINING DIVISION

The State Police Training Division conducted the largest Recruit Training School in the history of the Department during 1953. Due to the number of Recruits, the

classroom facilities at Headquarters were inadequate and the school was conducted at the Dover Air Force Base.

As a result of the law enacted by the 1953 Legislature, twenty-four (24) Recruits were appointed, effective October 1, 1953; this being the minimum number required to afford the same coverage under the five-day work week law. Six (6) additional Recruits were appointed as replacements for retirements and resignations. In addition, four (4) men were trained for duty as members of the Delaware Memorial Bridge Police.

At the year's conclusion, the training of thirty (30) Recruits had practically been completed, plans having been made for them to receive the Oath of Office and Troop Assignment early in 1954.

The annual In-Service Training School was conducted in Legislative Hall, Dover, the weeks of November 9th and November 30th, the twelfth consecutive year for such training to be held. As has been the usual procedure in past years, refresher courses were given where deemed necessary. The Standard First Aid Refresher Course was included so that the certificates of the members could be renewed. Each member of the Department attended one week of schooling and it is felt that personnel learned a great deal from the subjects presented.

The outside instructors, all leaders in fields of endeavor closely allied to law enforcement, were as follows:

The Honorable James M. Tunnell, Jr., Associate Justice, Supreme Court of the State of Delaware; Mr. George Lowe, Director, Traffic Safety and Education, Atlantic Refining Company; The Honorable Charles L. Terry, Jr., Associate Judge, Kent County, Supreme Court of Delaware; Mr. Alexander W. Rand, Director Safety Services, Delaware Chapter, American Red Cross; Dr. Henry C. Freimuth, Dr. Russell S. Fisher and Dr. William V. Lovitt, Jr., Department of Legal Medicine, Harvard University and Office of the Chief Medical Examiner, State of Maryland; Dr. Gerald Gordon, Psychiatrist, Medical Division, Employee Relations Department, E. I. du Pont de Nemours & Company; Mr. Lynn C. Probst, Department of Commerce, Civil Aeronautics Administration; Mr. J. Herbert Halligan, Branch Manager, General Adjustment Bureau; Mr. Walter B. McKendrick, Jr., Chairman, Governor's Highway Safety Committee; and Colonel J. James Ashton, Manager, Delaware Safety Council.

FIREARMS DIVISION

The major accomplishment of the Firearms Division in 1953 was the completion of the new Delaware State Police Pistol Range located on the north side of the Delaware Memorial Bridge. The range will be used for training and qualification in firearms by the State Police and the Delaware Memorial Bridge Police and also for pistol matches.

This range has forty turning targets and three firing lines; 15, 25 and 50 yards, respectively, for shooting all types of pistol matches. There are also four firing positions for the practical pistol course. The range house is equipped with a public address system for making announcements and giving commands to the competitors. Parking facilities provide for several hundred automobiles, making this one of the finest police pistol ranges on the eastern seaboard.

The policy of having each officer qualify every month was continued throughout the year. All personnel of the Department and the Memorial Bridge Police fired on the Practical Pistol Course outdoors when the weather permitted. During the winter months, the Army "L" Course was fired indoors at Headquarters and the Georgetown Armory. Many of our large police departments throughout the country require their personnel to qualify only once a year.

In qualifying over the Practical Pistol Course during the months from April through October, the Department fired 37,500 rounds of .38 caliber ammunition.

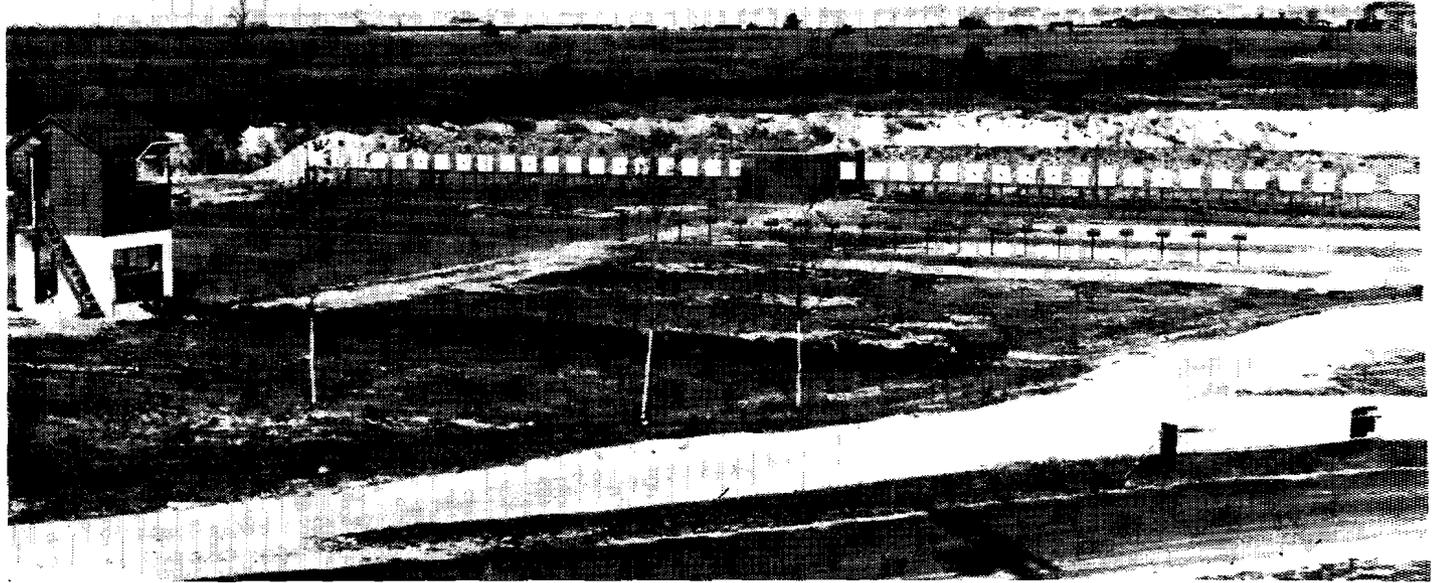
From September through December, State Police and Memorial Bridge Police Recruits were given instructions in firearms safety, the use of revolvers, riot guns, sub-machine guns, gas gun, hand grenade and resuscitator.

Firearms equipment of all Troops were inspected in March, June, September and December and found to be in excellent condition. A new Emerson Resuscitator was purchased and issued to Troop #3 replacing the obsolete E. & J. Resuscitator.

The State Police Pistol Team had a very successful year, winning first place in the East Coast Police Pistol League and the Sergeant Thomas Lamb Trophy for the third consecutive time, thus giving the State Police permanent possession. The team participated in ten out-of-State matches, winning several awards.

The Fourth Annual Delaware State Police Pistol Match was held on the new range with over 300 participants attending from various States. It is anticipated that due to the increasing popularity of this match, it will be necessary to extend it to two full days in order to accommodate all participants.

216



DELAWARE STATE POLICE NEW PISTOL RANGE LOCATED AT THE DELAWARE MEMORIAL BRIDGE

SAFETY EDUCATION

Traffic conditions have changed so rapidly in one generation that we have been unable to make adjustments in our ways of doing things. Yet the accident toll is so serious that ways must be found to adjust ourselves to the requirements of the motor age and learn how to make sane use of our highways. We cannot afford to wait for a slow, natural readjustment to take place.

The achievement of this objective requires many lines of attack. The most basic is through education. Every individual must be so well informed that he will know exactly what to do in traffic situations. He will realize that it is not sensible or fair for him to do certain things on our streets and why it is his duty to do other things. His attitude while driving and walking must be made right. The public must be taught to support sound programs for accident reduction and traffic improvement.

The Delaware State Police engage in a Safety Education Program to further these principles. These programs include a wide range of features which include participation in driver education and training activities, providing lectures, films and consultative services, providing information to the press, radio and other media, promoting safe driving practices, furnishing speakers to local groups interested in traffic safety, providing data for traffic safety work through research studies, and a host of other kindred functions which are not reflected in the general traffic activity report.

During 1953, State Police conducted one hundred and thirty (130) safety meetings in industrial plants, schools, churches, and civic and fraternal organizations. In addition, a series of weekly television programs was presented over Station WDEL-TV dealing with safety on our highways. This series ran for nine consecutive weeks. Traffic safety was also featured on many local radio broadcasts and numerous safety exhibits were prepared for window displays.

SUPPLY DIVISION

The duties of the Supply Division are as follows:

To purchase and dispense all materials used by the Department; to print departmental forms and other literature when practical; to maintain records of expenditures, prepare payrolls, and maintain attendance records; and to inspect departmental equipment.

The Department maintains two garages, one of which is located at Troop #2, State Road, and the other at Dover. The garage at State Road services the vehicles assigned to Penny Hill, State Road, and Headquarters and does minor repairs on them. The main garage at Dover services vehicles assigned to Dover, Georgetown, and Bridgeville, and does all major repair work needed by any car in the Department.

In January, two Radar Units were purchased and installed in cars known as "Radar Cars 1 and 2." "Radar Car 1" was assigned for use between Troops at Dover, Georgetown and Bridgeville. "Radar Car 2" was assigned for use between Troops at Penny Hill and State Road.

During the year, Penny Hill Station was repainted and the main room of Bridgeville Station was partitioned for additional office space.

Since the Department was unable to purchase any new automobiles during the year due to a curtailed budget, the cost of replacement parts installed was greater than the previous year.

As of December 31, 1953, the Department has in use seventy-three (73) vehicles consisting of sixty-six (66) patrol cars, one (1) emergency truck, one (1) auto-maintenance truck, three (3) radio-maintenance cars, and two (2) motorcycles.

The number of miles driven totaled 2,364,809, which was 154,700 miles less than 1952. The decrease in mileage was, no doubt, due to the extensive use of radar in apprehending speeders.