



This report is dedicated to the memory of Colonel Eugene B. Ellis who died suddenly September 21, 1967, within several weeks of retiring as Superintendent of the Delaware State Police.

The Delaware State Highway Department and the State Police can never forget the outstanding service of Colonel Ellis. Not only is he remembered as Superintendent of the State Police, but also as Acting Motor Vehicle Commissioner. He was affable and always willing to give his time and knowledge in service of the State of Delaware.

Rather than placing numerous historical references to Colonel Ellis in this report, let us remember him for his many substantial contributions to the Delaware State Police and the State Highway Department.

These contributions remain as a living heritage from a dedicated man.

DELAWARE STATE POLICE

Driver Improvement Bureau

The pending retirement of the late Colonel Eugene B. Ellis and other key members of the headquarters staff produced a complete reorganization of command and staff personnel. Unfortunately, Colonel Ellis died suddenly days before his retirement became effective, but not before the reorganization had been phased into actual operations.

For the most part, because the new Superintendent and his staff did not take office officially until October, this report is largely a report of Colonel Ellis's final year in office and a tribute to him as commander and administrator.

Rapid social and economic changes throughout the United States are producing rapid and dramatic changes in the problems and procedures of law enforcement. Fortunately, in Delaware these changes have not been too rapid for State Police and other law enforcement agencies to be able to cope with. The result has been that the crime rate in Delaware has risen during the report period by only 6.3%, while data reported by the Federal Bureau of Investigation shows a national rate of increase of 17% or more. Delaware's record reflects as much credit on the citizens of this state as it does upon State Police, and other law enforcement agencies.

Property recovered during investigations by State Police has a total value of \$1,385,336. The property recovered was for federal, state, county and municipal law enforcement agencies. The total included stolen motor vehicles, monies obtained through fraud and embezzlement, and other property. In this field as in others, inter-agency cooperation was a vital factor. For example, of the 286 motor vehicles recovered by State Police for other agencies, 134 were recovered for the Wilmington Bureau of Police.

The rapid increase of highway travel in and out of Delaware, as well as within the state, materially affect the crime rate, for it is easy for a bandit to commit a crime near the state line and dash into another state within three or four minutes of beginning his getaway. Delaware's relative prosperity also serves as a magnet for out-of-state thieves, particularly burglars.

As a result, Delaware has developed active and effective working relationships with police agencies in other states at all levels.

The Driver Improvement Bureau represents an attempt by the State to help drivers with poor driving records to retain or regain their driving privileges in order to avoid depriving them and their families of a livelihood and to avoid imposing unnecessary hardships.

In 1967 the number of licensed drivers increased 4% over 1966. During the year the bureau contacted 1,551 of these operators and conducted personal interviews to determine attitudes, change in physical restrictions, deficiencies in ability to operate motor vehicles and individuals' knowledge of new laws.

Driving records, arrest records and accident records were discussed freely in an effort to inform individuals of their responsibilities as motor vehicle operators on the highways; how each fulfilled his responsibilities in the past; and how the record has been evaluated in determining whether he should be allowed to retain or regain his driving privileges.

As a result, 155 operators had restrictions added to their licenses and recommendations were made for medical examinations to better determine physical qualifications of those making genuine efforts to achieve improvement in their driving.

Personal contacts by the bureau produced issuance of 523 work licenses to restrict individuals' use of the highways without imposing hardships upon them and their families by depriving them of the means of livelihood.

During 1967, 107 warning letters were sent to individuals, whose driving records indicated a need for them to review their driving habits; to inform them that their driving privileges were subject to suspension; and to urge them to eliminate habits which, if continued, would result in suspension. It should be noted that from January 1, 1967 to April 1, 1967, while the accelerated suspension system was in effect, no letters were sent.

The following statistics summarize 1967 activities of the bureau:

LICENSE REVOCATIONS

Operating under influence	914
Manslaughter	15
Failure to stop at command of police officer	72
Leaving scene of personal injury accident	6
Three charges of reckless driving within one year	1
Operating a tractor while under influence	1
Total	1009
Licenses suspended because of driving record	2162

Of the 1,009 operators whose licenses were revoked, 172 of these individuals were arrested for driving during the period of revocation and received additional periods of revocation.

Training Division

Training is essential for the constant upgrading of any police force, which is necessary to improve the effectiveness of police in dealing with current problems and handling new ones as they develop. Training activity by State Police, however, is not limited to its own personnel. Groundbreaking for the new police academy will mean greater service and facilities for municipal and county police in Delaware. Training of State Police is not limited to the programs developed and conducted by the Training Division or the State Police Academy. In-service training is provided at the FBI National Academy, the University of Delaware and other colleges and universities and at special institutes.

Pending construction of the new academy, the 1967 Recruit Training School was conducted in classroom space provided by the Dover Air Force Base. The 1967 class consisted of 19 State Police recruits and one patrolman from the City of Dover. Between September and December, 1967, the Training Division conducted recruitment, qualifying and selection procedures for the 1968 recruit class. In addition to planning a revised curriculum for the class, the Division completed arrangements with the University of Delaware for development a course of study leading to an Associate Degree in Police Science.

Although 1967 saw the first serious outbreak of civil disturbances in Delaware, State Police had already begun incorporating training in the problems of civil disorders, both for recruits and troopers and officers in the field. To date, this training has amply demonstrated its effectiveness, for in all civil disturbances to date, in which State Police have been involved, no shot has been fired by State troopers, no one has been seriously injured and explosive situations have been effectively controlled.

The Training Division participated in "Operation Combine", a special civil disturbance training program conducted at the Trenton (N.J.) State College from August 28, 1967 to September 8, 1967. The department was also represented at a seminar, "Demonstrations, Counter-Protests and Riots", conducted at the University of Louisville (Ky.) from December 4, 1967 to December 15, 1967.

During this period, the Training Division, with the assistance of other department personnel, developed a Riot Control Manual for use as a guide to all officers in dealing with civil disorders.



Mold castings of footprints have led to the solution of many crimes in Delaware.

Youth Division

The Youth Division fulfills one of the State Police's most important functions. Although much activity is in crime prevention and protection of youths from the consequences of their own acts, the Division becomes involved in any crime or traffic violation in which youth are involved.

There were 4,494 youths arrested in Delaware during 1967 for criminal and traffic offenses. Of those arrested, 1,864 were accused of criminal offenses and 2,630 were accused of traffic violation. In addition, 2,826 boys and girls, who were not arrested were investigated or brought to the attention of the Youth Division.

A total of 2,077 letters were sent to parents as part of the continuing Letters to the Parents Program. There were 1,056 letters in response, or a shade more than 50%. Letters are normally sent out as a result of unlawful operation of motor vehicles, being a passenger in an unlawfully operated vehicle, pedestrian and bicycle violations and circumstances detrimental to a child's welfare. In order to protect youth during the summer vacation, members of the Division spent 631 man hours patrolling Delaware beaches on weekends. The results of this patrol activity cannot be measured statistically, but they indicate continuing need for such patrols.

Canine Corps

The Canine Corps was transferred from the Field Force Division to the Criminal Investigation Division and the seven dog handlers became available for service on a round-the-clock basis in the same manner as detectives.

The number of dogs was increased from six to seven because of the increasing value of their services. During 1967 there were eleven apprehensions made with the aid of dogs and none of the persons apprehended was injured.

They have proven particularly valuable in flushing burglary suspects and fugitives in wooded areas, who try to evade police on foot. In addition, they are of great value in finding lost children and protecting officers alone on patrol at night.

Each canine is assigned to one handler only and the dogs will not take orders from anyone other than the handler. This makes it impossible for someone (other than the handler) who has learned the necessary commands to direct or control a dog. This policy is particularly valuable in the control of crowds and other dangerous circumstances.

It is a requirement that the dogs receive training one day each week to make sure that they are completely responsive to their officer's commands. They also receive regular medical check-ups from licensed veterinarians.

The average working life of a police dog, who usually begins training at the age of eighteen months, is four to five years. At the end of their service-life, the dogs are placed in suitable homes, and no difficulties have been encountered in their learning to adjust to civilian life. In fact, the owners report they make very desirable pets.

Right

The K-9 Corp of the State Police have proved to be a valuable aid to routine police work earning the status of respected members of the total law enforcement team.



The K-9 Corpsman's reaction to the call for assistance is exemplified by this leap to respond.



Between 1966 and 1967 the total number of crimes in Delaware, investigated by State Police, was 20,323 or 6.3% above the total for 1966. From 1966 to 1967 Delaware's population rose to 525,414, or slightly more than 2%.

The comparison between the percentage increase in total crimes and the increase in population, however, does not tell the full story -- for the population in the area under State Police's primary jurisdiction was growing at a greater rate, while the population of Wilmington was declining.

Thus, in effect, the crime rate was only slightly higher than the rate of net increase in population, but this offered small consolation to those who were victimized by criminals in one way or another.

The State of Delaware can take little comfort, too, because there was a sharp rise in percentage in individual crime categories such as robbery, aggravated assault, other assaults, grand larceny and auto theft.

New Castle County, with approximately 70% of the State's population, accounted for 75.2% of the total crimes investigated by State Police. It should be noted, however, that this figure does not include Wilmington, which has its own police department.

A continuing increase in crime can be expected, if present trends continue, with the greatest need for additional personnel for investigative purposes occurring in Troop 1, Penny Hill; Troop 2, State Road; and Troop 2A, Marshallton, The fastest growing area in the State, in terms of rate growth, is Kent County and this rapid growth will require additional investigative personnel at Troop 3, Dover.

Central Records and Identification Division

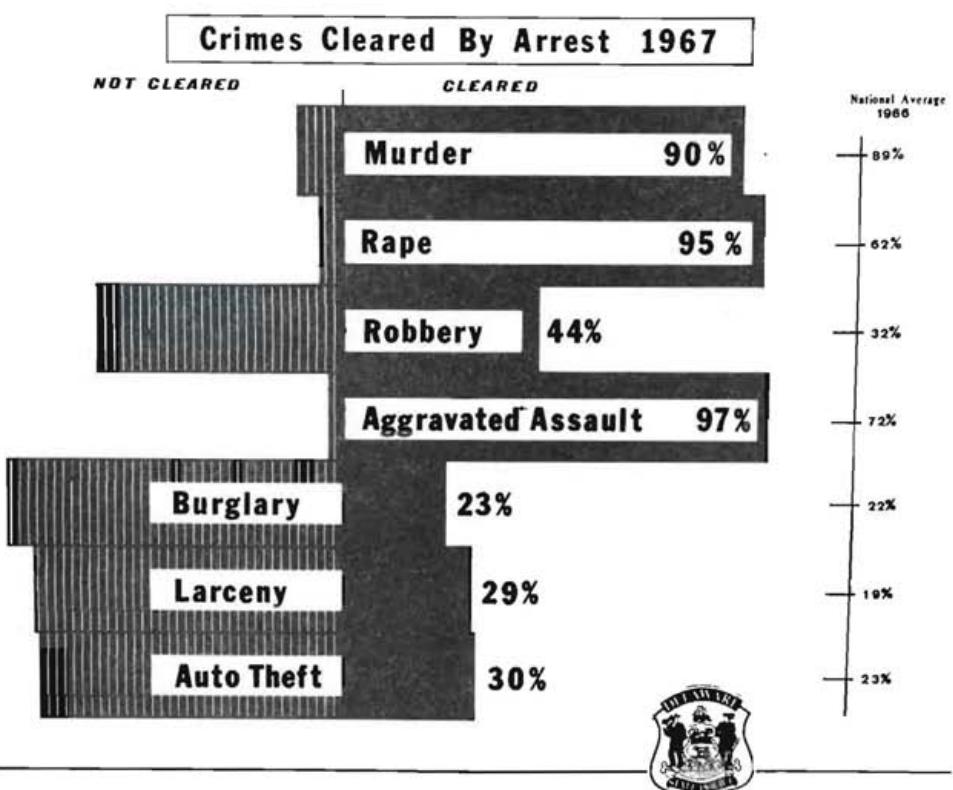
A police department is no more effective than its communications and its information system. The Central Records and Identification Division, with its partially computerized operation, is one of the most effective units for any police department of Delaware's size; and plans are well advanced for making Delaware's records, identification and information system a model for other states.

Installation of a computer terminal at

Headquarters, coupled with the Law Enforcement Teletype System and its affiliated National Auto Theft Bureau, will greatly increase the speed with which information can be fed to officers in the field. Much of the preliminary work was completed in 1967, and the actual work of putting records in computer data storage was initiated. All of this was accomplished without additional personnel (other than computer program personnel loaned to the department) and without interfering with the division's efficiency in serving both State Police and all other law enforcement

Among the division's major projects has been establishing a State Uniform Crime Reporting System, which is now employed, and will be extended to all other state law enforcement agencies. This reporting system will be an integral part of the department's new management improvement system, a reporting and analytical system designed to increase police efficiency, forecast trends and facilitate planning of a statewide, comprehensive police plan for law enforcement and public safety.

Actual installation of the statewide crime reporting system has not been completed



because of lack of space, but the system will be a basic component of any statewide police planning system which will develop. Space is the most critical problem.

Included in the plans for computerization of crime reporting are plans for computerization of criminal arrest records, which are currently being developed. This system will make it possible to call for arrest records and make them available to State Police troops and other agencies in the State in seconds from the time a request is radioed from the field. This will be augmented by a computerized record of drivers' records, which will make identification information available on a twenty-four hour basis on demand for assistance in all types of emergencies from serious accidents to serious crimes.

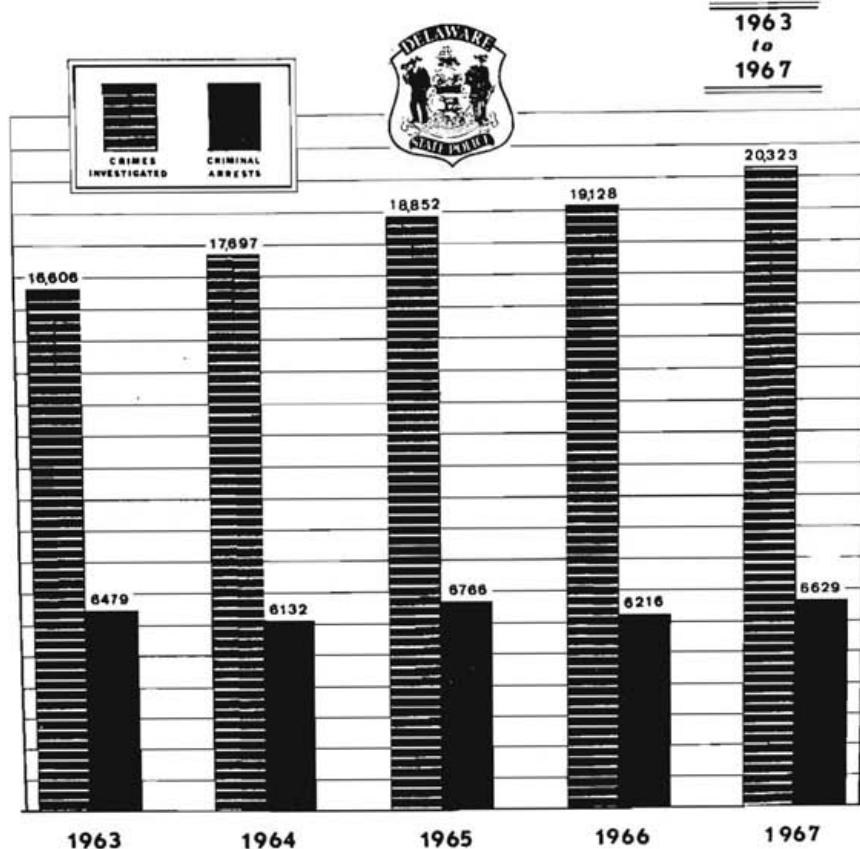
Computerization will enable the department to correlate accidents by date, time, weather conditions and other factors, such as area, traffic density and type of offense (if any) involved.

In the field of crime prevention, detection and public safety, use of census data and trends, other social and economic data, criminal trends and other factors will enable State Police to pinpoint potential trouble spots and periods and to take preventive action. The objective of the study will be to make it as easy as possible for State Police to anticipate need rather than to react to troubles after they have happened.

In addition, all useful information assembled by the department will be made available to the State Planning Office for storage in the state's central data bank, which Governor Charles L. Terry, Jr. has ordered the planning agency to develop. This information will, in turn, be of value to government, educators and public and private agencies, who currently do not have satisfactory sources of information critical to the state's growth and development.

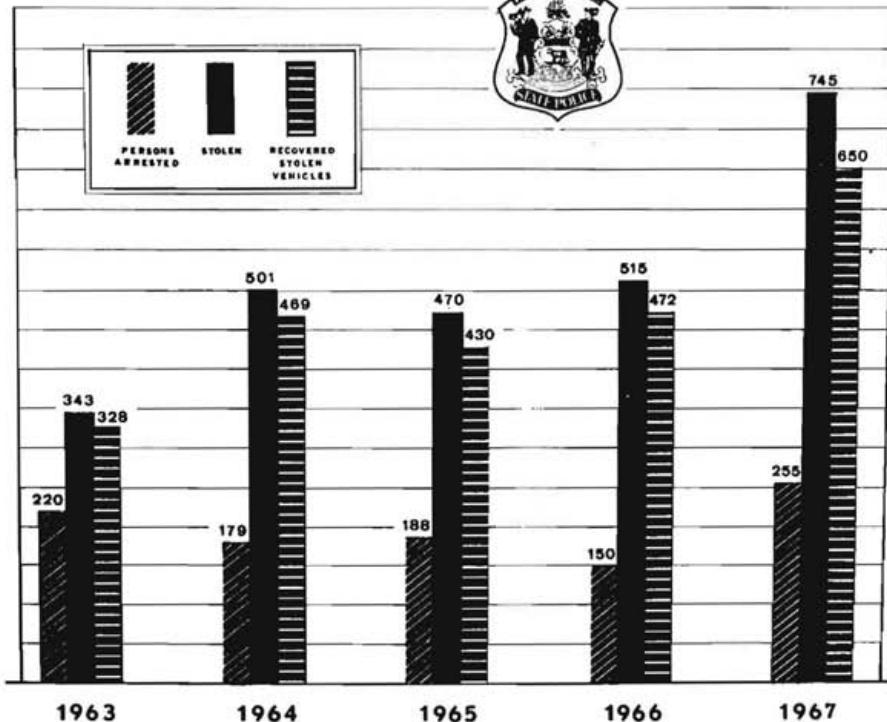
Volume of Crimes Investigated & Arrests

1963
to
1967



AUTO THEFTS (1963-1967)

(Recovery & Persons Arrested)





Dusting for fingerprints is an effective tool for identification of car thieves.

Public Information and Education Division

Every member of the State Police Department is required to fulfill the functions of a community relations officer during the performance of his regular duties and may be called upon to represent the department at various meetings and other functions.

Approximately 111 requests for Delaware State Police shoulder patches were honored in 1967. The majority of these requests were from police departments contemplating building a display of all state police emblems. 100,000 pieces of literature were dispensed covering safety and education.

Forty-four tape recorded news releases for reporters were made by the Public

Information Office concerning numerous subjects. These recordings were made by a special telephone recording device for tapes, three minutes or less in duration. Troopers appeared at local radio stations on New Years, July 4th, Labor Day, Memorial Day, Thanksgiving and Christmas to make appeals for safe driving. In addition, various representatives of the department appeared on broadcasts of WHYY-TV (Channel 12).

Finance Division

During 1967 State Police worked a total of 30,403 hours overtime, or 760 man weeks. Of that 25,598 hours or 639.9 man weeks were not compensated—the remainder was compensated in time off, not additional pay. The actual cash value of this overtime, which was contributed by men of the department of their own volition, is estimated at \$102,392. Consequently, although the department paid a total of \$1,821,175.34 in salaries during the year, the State received services valued at a total of \$1,923,567.34.

Field Force Division

The Field Force (operational arm of the Delaware State Police) averaged 212 men during 1967, which consisted of approximately 37 men assigned to Troop 1; 47 to Troop 2; 39 to Troop 2A; 30 to Troop 3; 30 to Troop 4; and 29 to Troop 5. These men were divided between uniformed troopers on patrol, command personnel at troop headquarters, detectives assigned to the Criminal Investigation Division and the Youth Division. In addition, the Field Force consisted of the Law Enforcement Intelligence Unit, a special organization for

combating organized crime, organized subversive activities and persons in organized activities designed to generate civil disturbances. These units are responsible for all law enforcement and traffic activity and for keeping the peace through the State. This is the only force of trained and qualified law enforcement, traffic officers and peace officers with statewide powers of arrest, who can be ready for any action whenever the need arises.

Traffic Division

The primary function of the Traffic Division is to reduce the toll of accidents, resulting in death, personal injury and property damage on the public highways.

The result of the public's inability to recognize the basic cause of accidents and to act accordingly is reflected in a soaring number of traffic deaths, increasing numbers of persons seriously injured, families deprived of income, and millions of dollars worth of property wantonly destroyed.

In Delaware, the number of deaths increased from 131 in 113 accidents to a total of 136 highway fatalities resulting from 120 accidents in 1967. This was five more

than the previous year. Most of these fatalities were the result of deliberate violations of the law, such as excessive speed and driving while under the influence of alcohol, or combinations of both. As a result of the 105 accidents investigated by State Police in 1967, there were a total of 182 violations involved.

Driver education, while desirable, does not seem to be producing as satisfactory results as its advocates had been claiming for years and there are reports that some insurance companies are considering abandonment of specially reduced rates for youth who have completed driver training. If there is a deficiency in the driver educational program, it probably stems from the fact that the students are not motivated to develop and maintain proper driving habits and attitudes.

The State Police and the Traffic Division of the State Highway Department work closely to reduce those roadway hazards which contribute to highway accidents. Nevertheless, outside of Wilmington and Newark, there were 2,471 accidents in which 3,706 persons were injured, in addition to those killed. The toll could undoubtedly be reduced by more intensive highway patrol.



The Delaware State Police's air patrol was renewed with the purchase of a replacement aircraft during fiscal 1967-68.

Aircraft

The department's airplane (a 1960 Cessna 175) was hanged at Rehoboth Airport, at an annual rental of \$350. This airport has excellent runways, lights and performs all maintenance upon the plane. The plane has been flown on criminal surveillance and has been extremely successful in this operation. It has flown on criminal searches for wanted persons, runaways, stolen vehicles and drowning victims, and has been used to photograph scenes of serious crimes.

The airplane has, in past years, been used for traffic patrol as a method of clocking the speed of vehicles. Because of legal questions regarding arrest procedures, the airplane was not used for traffic patrol in 1967. It is anticipated that corrective legislation will be passed in 1968 to overcome the legal questions.

The airplane has been used for surveillance of traffic congestion in the beach area and congestion due to construction in other areas. This surveillance has aided both the highway engineers in routing traffic and the police in spotting accidents and traffic violations.

The airplane was flown on such miscellaneous assignments as prisoner pick-up, transport of departmental personnel and highway engineers for various assignments and inspections.

HOURLY USE OF AIRPLANE

Criminal Search and Surveillance	20
Photographs for engineering division	13
Traffic Surveillance	13
Miscellaneous	18
Total	64