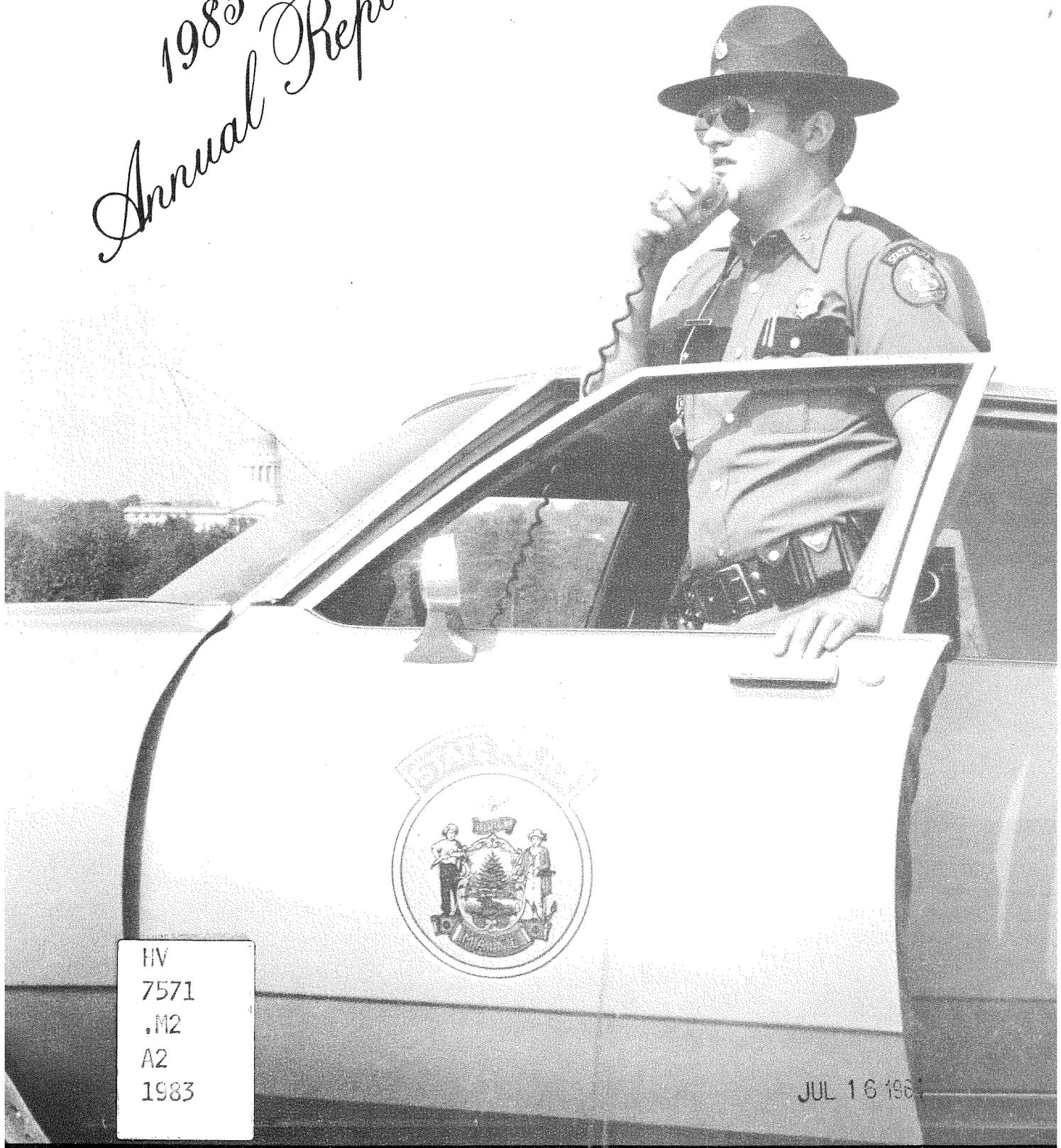


*1983
Annual Report*



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Maine State Police



STATE OF MAINE
AUGUSTA, MAINE

DEPARTMENT OF PUBLIC SAFETY
36 HOSPITAL STREET ■ AUGUSTA, MAINE 04330

May 1, 1984

The Honorable Joseph E. Brennan
Governor of Maine
State House
Augusta, Maine 04333

Dear Governor Brennan:

It is my pleasure to provide you with this annual report on the Maine State Police for the year 1983.

The Chief of the Maine State Police, Colonel Allan H. Weeks, and his staff have continued to do an excellent job of managing limited material and personnel resources in order to provide the required professional law enforcement services to those within this State.

The Maine State Police are to be commended for their efforts in enforcing Maine's tough drunk driving law and the new teenage drinking & driving prevention law, combatting drug smuggling and trafficking within and along the coastline of this State, and in providing security and other necessary assistance during the National Governors' Conference held in Portland.

During the year, the State Police increased its organizational effectiveness through the establishment of a Maine State Police Planning Committee (and the committee's Citizen Advisory Group) to determine the future role of the State Police and how future operations can better serve those within our State.

The Maine State Police, as part of the Maine Department of Public Safety, will continue its progressive effort in the preservation of life, protection of property, and crime prevention during the coming year.

Sincerely,

Handwritten signature of Arthur A. Stilphen in cursive.

ARTHUR A. STILPHEN
Commissioner

INTRODUCTION

In addition to enforcing the State's tough drunk driving law and combatting drug trafficking in 1983, the Maine State Police had its largest and most complex operation ever--the National Governors' Conference held in Portland.

The State Police, with a contingent of 220 law enforcement personnel--including 152 State Police officers--provided security for the Nation's governors, their families and other attendees (including Vice President George Bush), and handled necessary communications and transportation requirements. The mid-summer three-day detail enhanced greatly the image of Maine State Law Enforcement throughout the Nation.

Also during the summer, the Maine State Police Summer Enforcement Program was under way to help reduce accidents caused by drinking drivers and excessive speed. The goals of the program were to reduce fatal accidents, reduce the number of speeders and not necessarily increase arrests. Fewer arrests could result from increased visibility, more warnings and --most importantly -- increased voluntary compliance with the law. In southern Maine as part of the Summer Enforcement Program, the State Police sponsored, in conjunction with the American Red Cross, a pre-Labor Day Safety Blood Drive at the Scarborough Barracks.

When Governor Joseph E. Brennan signed into law an act to deter teenage drinking and driving, the State Police began active enforcement of the law in an effort to reduce the number of alcohol related fatalities. Although the legal drinking age in Maine is 20, some individuals under 20 do drink and attempt to drive. A teenager having a .02 percent or higher (but under .10 percent) and who operates or attempts to operate now has his/her license administratively suspended by the Secretary of State for one year.

The State Police enforcement of the State's drunk driving law, which could result in a person going to jail for at least two days, has been a critical part of overall enforcement of Maine laws. The State Police has worked in conjunction with other law enforcement agencies to reduce the number of alcohol related fatalities; however, although the number of O-U-I arrests increased in 1983, State Police regret that there was not a decrease (as there was in previous year) in alcohol related road deaths.

The Maine State Police Drug Enforcement Unit reported a 100 percent increase in the confiscation of Maine grown marijuana plants in 1983. Maine law enforcement officers seized more than 20,000 plants (plus 1,518 pounds of processed/dried marijuana), compared to 10,000 plants the previous year. With domestic cultivation of marijuana on the increase in Maine the Federal Drug Enforcement Administration has been asked to provide some money during 1984 for domestic surveillance to help enforce the law against cultivating/trafficking marijuana.

During the fall, State Police officers and criminal investigation detectives made an effort to deter theft of 200,000 pounds of blueberries stolen each year in Washington County, and to let residents know about State Police concern for resident protection, and law and order during the influx of people during harvest time.

Various troops within the State Police designated an officer responsible for general investigative services. The investigator provides assistance to patrol officers with extended investigations and insure continuity during investigations. Troops also had special emphasis programs throughout the State. One program--in Kennebec, Somerset and Franklin counties--was directed at reducing property crimes (i.e., burglary & theft) involving summer camps/homes after Labor Day each year. The program involved day and night patrols, coordination of patrols and intelligence information with county sheriffs and local police agencies, and the use of special equipment to assist patrols in sighting vehicle and pedestrian movement during daylight and evening hours. The program resulted in the recovery of stolen property and a decrease in reported burglaries.

Voluntary fingerprinting of children for identification purposes became an on-going program for the State Police working in cooperation with local charitable agencies, service clubs and municipal police departments. Thousands of children were voluntarily fingerprinted with fingerprint cards being retained by the parents (or at the parent's request by the school) to help identify children if they become missing or lost. In the majority of instances, State Police officers have assisted in the fingerprinting in an off-duty, volunteer status, and in some cases provided the necessary ink and fingerprint cards.

The Maine State Police Memorial Scholarship Fund awarded its first annual \$500 scholarship to Karin E. Watson of Caribou. Miss Watson, the daughter of the late Trooper George F. Watson, is attending the University of Maine at Farmington.

During 1983, State Police officers were honored for their achievements. Tr. Craig Poulin of So. China earned the Maine State Police Bravery Award for his life-saving actions while putting himself in eminent danger at a motor vehicle accident in Winslow. Sgt. David Sinclair of Wayne was presented the Maine State Police Meritorious Service Award for exemplary performance in which a person's life was saved at a motor vehicle accident at the Augusta toll of the Maine Turnpike. Captain Hollis Dixon of Scarborough earned the Maine State Police Special Award for Commendation for his professionalism and achievement in coordinating and directing State Police operations relating to the National Governors' Conference in Portland. Trooper Timothy Culbert of Sidney was presented a Maine State Police Citation for Wounds Received. He sustained physical and nerve injuries to both legs while performing first aid at a double accident scene on the Maine Turnpike. And, Trooper Gerard Therrien of Readfield was named Kennebec County Police Officer of the Year. He was credited with convictions for two burglary thefts, two felony thefts, one escape, one habitual offender, one arson and 30 O-U-I cases.

To meet the needs of 1984 and beyond, the Maine State Police created a Planning Committee to see what the future role of the State Police is to be. Helping the committee is a Citizen's Advisory Group--comprised of interested citizens, business people, legislators, media representatives and judges--that has provided input on matters relating to the future operations of the State Police. In addition, regional planning workshops were held in Caribou, Waterville and So. Portland to discuss the future role of the State Police, alternate sources of funding, resource allocation, physical assessment, stress assessment, physical facilities and personnel enhancement.

The Maine State Police depends on continued public support to meet its responsibilities of protecting the property and preserving the lives of those within this State, with this support the State Police will continue to furnish professional law enforcement services throughout 1984 and beyond.

TROOPER OF THE YEAR

The highest annual award of the
Maine State Police
was earned by

CORPORAL CHARLES H. HOWE IV

Cpl. Howe, of South Penobscot, who patrols the
Hancock County area of Troop J (East Machias), met
the highest standards of the Maine State Police--
including character, performance and demeanor.

MISSION STATEMENT
OF THE
MAINE STATE POLICE

Historically, the mission of the Maine State Police has been in its broadest sense, the protection of the lives and property of both the citizens of this State as well as all persons travelling within our borders.

In order that there be no question in the minds of the members of this agency relative to the direction of the Maine State Police concerning the fulfillment of our mission this Mission Statement is promulgated.

Building upon the foundation of the general mandate set forth in paragraph one, this statement will address specific areas of concern, to which attention must be directed.

The accomplishment of the stated mission will be built upon action plans developed at the Division/Troop level taking into consideration the total environment prevailing within each Division/Troop area of responsibility.

Within the following paragraphs are several areas which must be addressed on a statewide basis. The magnitude of the problems existant in these areas demands the channelling of maximum possible resources towards successful resolution of these problem areas.

There are obviously numerous other requirements which we must fulfill if we are to truly meet our obligations as a State Police organization. The listing of several priority items within this statement by no means is meant to exclude those other areas.

1. Traffic Safety

First, by historical precedent and the obvious ramifications of a weak Traffic Safety Program is the field of Traffic safety. Within this general field, the enforcement of Operating Under the Influence offenses coupled with an effective educational program directed towards curbing OUI related traffic accidents must be of the highest priority.

On the same plateau, similiar emphasis must be directed towards compliance with the 55 MPH N.M.S.L. Over the past several years, the savings of lives as well as resources stands as mute testimony towards the effectiveness of 55.

Obviously, the 55 N.M.S.L. does not enjoy a high degree of popularity with the motoring public. If the validity of the 55 N.M.S.L. is questionable in the minds of those charged with its enforcement, it can become difficult for them to commit themselves to this responsibility.

The considerations in this area are basically three-fold.

The severity of damage in a collision at 55MPH as opposed to higher speeds is generally less. This will hopefully lead to fewer deaths and severe injuries resulting from traffic accidents. Statistical data tends to fortify this position.

Secondly, fuel consumption is less at lower speeds than higher. This is a very basic fact, but one that can easily be forgotten as current nationwide fuel supplies are not as limited as they were a few years ago. We must keep in mind, however, that all operating costs continue to rise, and any savings which we can realize can only benefit our overall operational capabilities.

Thirdly, the Federal Government has embraced the 55 N.M.S.L. as having a positive influence in both of the aforementioned areas. The Federal commitment is such that the Federal Highway Safety Administration has issued compliance levels to all states. Any state which fails to meet the mandate of these federal levels may be faced with the withholding of a portion of all Federal Highway Funding allocated to that state, to include highway construction and related areas, as well as NHTSA enforcement monies. Presently, Maine is within the allowable level, however the margin is very close. Were the State to lose such federal funding the results could well be disastrous.

Enforcement of 55, as well as all violations cannot be pushed aside, however it must be tempered with good judgment and common sense.

Major Crimes

Realizing the exorbitant cost to the citizens of this State in both financial as well as human terms, exacted by on-going criminal activities throughout the State we must strive for the reduction of such incidents.

Drugs

This is an area in which we are faced with a two headed serpent. On the one hand we must battle the smugglers drawn to Maine by our unique and remote coastline. Secondly, the on-going activity of drug trafficking/street drugs within the communities of our State demand immediate and on-going attention.

Property Crimes

While on an individual basis, property crimes do not have the impact of crimes against the person; the financial impact on our citizens due to the larger number of such crimes compared to the low incidence of crimes against the person, thrust property crimes to the forefront. Specific enforcement and property crime prevention programs must be implemented to address the problem. Citizens awareness and involvement must be an intergral part of any such endeavor if it is to have a chance of success.

Homicide

The continuance of on-going training in the latest techniques of homicide investigations for our investigators is imperative if we are to successfully combat this most serious of crimes and bring investigations to fruitful conclusions.

Intelligence

The maintenance of a strong Criminal Intelligence Unit guided by established standards designed to provide necessary data with which to combat crime while recognizing the constitutional safeguards of all citizens is a necessity in carrying out any anti-crime programs.

Training

In-service training on both the Troop and Bureau level which is directed towards upgrading operational functions as well as developing employee potential must be carried out on a continuing basis.

Public Relations

No public agency can survive without the support of the citizens it serves. This is certainly true of the Maine State Police however, due to the functions carried out by any Law Enforcement Agency, the maintenance of such support becomes ever more difficult. This is true because of our responsibilities to take enforcement action against the very individuals whom we represent; the public. Because of this, it is incumbent upon each individual member of the Maine State Police to always conduct him or herself in courteous, professional manner. Absent an effective, ongoing public relations program, supported by and participated in by every member of the Maine State Police, we will not receive the maximum support available to accomplish our goals and objectives. Therefore it is of the utmost importance that each of us strive to present our agency in a most positive fashion. When action is taken we must keep in mind that there is an objective for such action; i.e. accident prevention; crime reduction, etc. If we approach our responsibilities with this outlook, the result should be a more positive attitude and sense of accomplishment which can only benefit both the individual officer as well as the Maine State Police.

Communications

- We must strive to constantly analyze and evaluate our overall communication function in order that this most important facet of our operation be ensured of the latest state of the art equipment applicable to our undertakings. Hand in glove with equipment must be continued consideration in the area of selection and training of personnel who perform this vital service.

All of the aforementioned areas will be for naught if we fail to recognize and subscribe to a commitment to inter-personal communications among all employees of the Maine State Police. This administration subscribes to the concept of participatory management. Such a concept cannot begin to function properly unless there is an atmosphere of open communications among all members.

Healthy interpersonal communications fosters trust and belief in the validity of our operations must be stressed at every level.

As we attempt to enhance the level of interpersonal communications within our Bureau, we should strive to also make this commitment in our dealings with other jurisdictions in the Criminal Justice community.

Planning

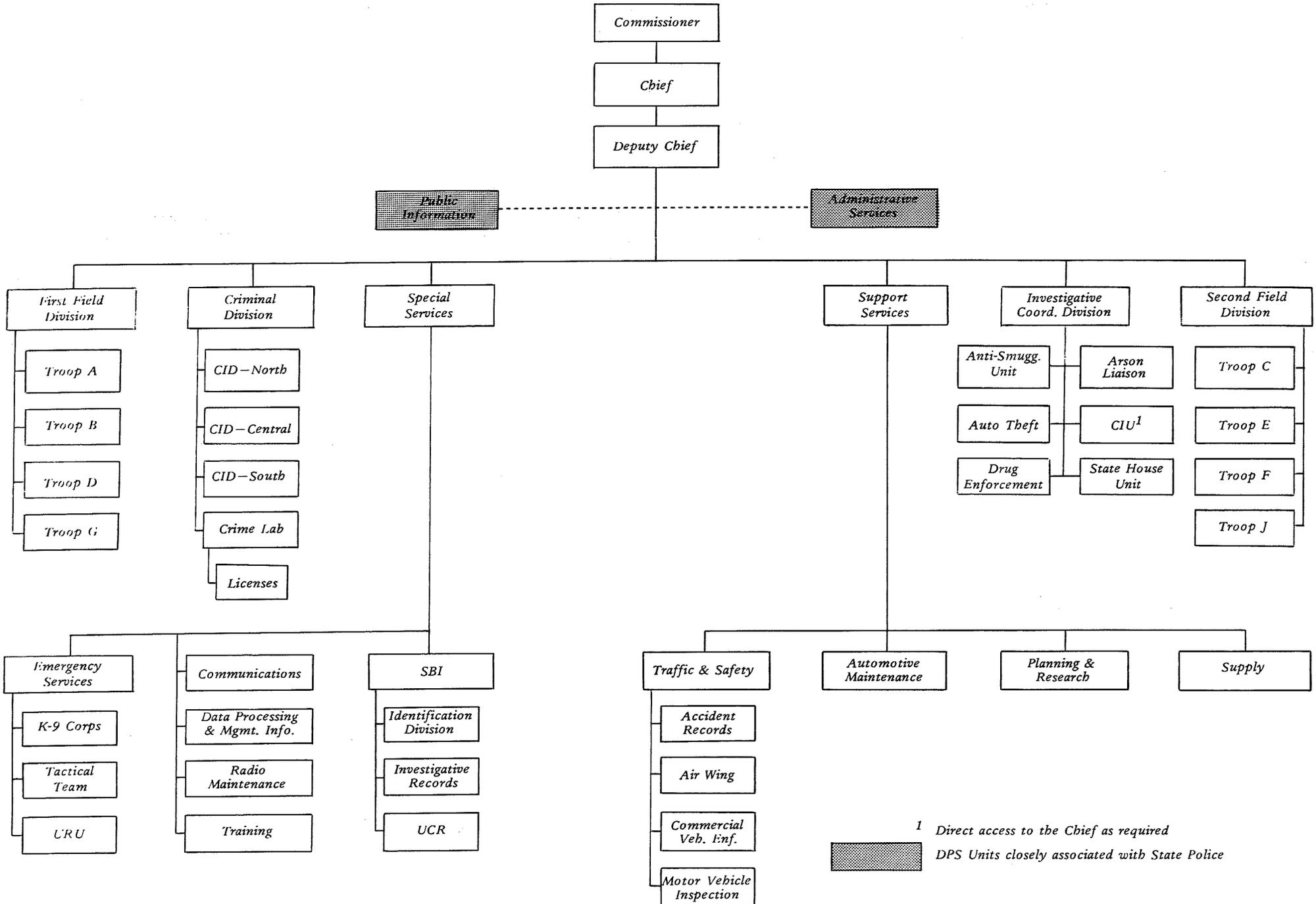
As in any business, either public or private, planning is the backbone of the road to success. The Maine State Police have historically attempted to embrace the planning process but only in the past few years has a formalized structured planning program been undertaken. We must continue this effort in order that we can shift the balance of our efforts from almost totally re-active to pro-active. While there can be no question that a certain percentage of our endeavors will always be reactive due to the nature of our operations, the more of these operations that we can anticipate and shift to the pro-active side, the more control we will realize over our future. It must always be remembered that planning must take place at all levels; not just at the top.

SUMMATION:

To re-emphasize the opening paragraph of the Mission Statement, the intent is to provide direction to members of the Maine State Police as we go forward in the everyday performance of our duties. Many areas have not been specifically mentioned, however, such omissions are not to be considered as excluding such responsibilities. In this document, areas of grave concern have been highlighted and these must be acted upon in conjunction with the myriad tasks facing us in our day to day operations.

The fact that detailed problem resolutions are omitted is not an oversight, rather it is intentional. The philosophy behind this entire document is based upon the premise that given administrative areas of concern, specific action plans will be developed at the Division/Troop levels by those charged with the implementation of such action plans. In this way we all share in the future of Maine's State Police and our level of commitment will have a direct bearing on how or if this future develops.



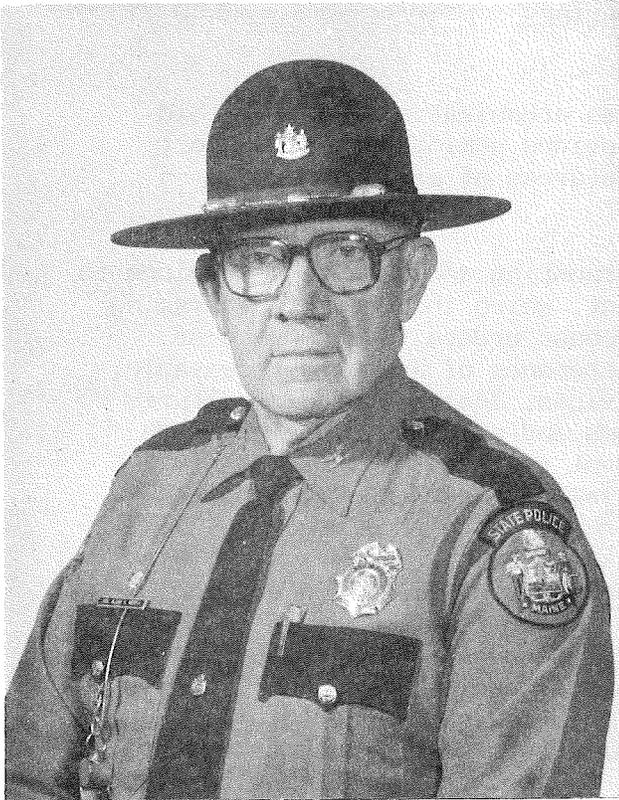


¹ Direct access to the Chief as required
 DPS Units closely associated with State Police

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EXECUTIVE

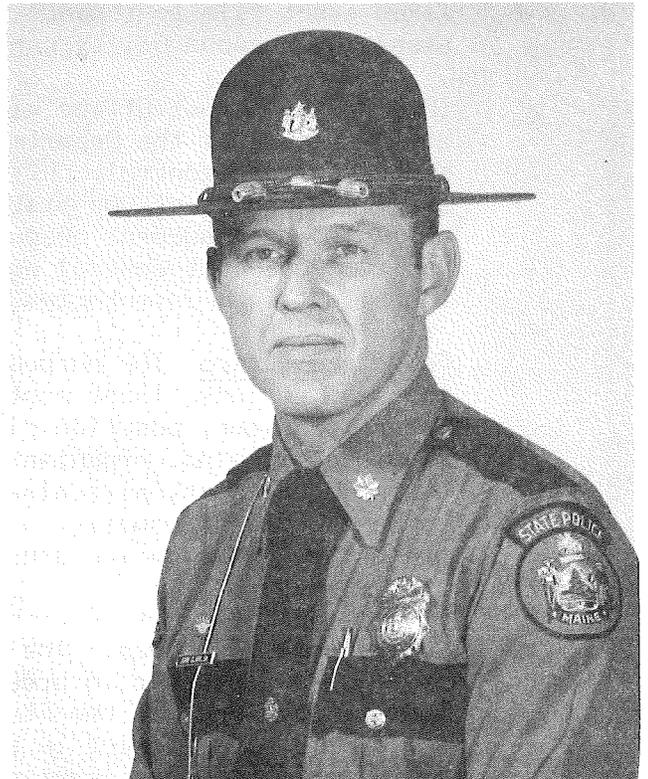


CHIEF

The Chief of the Maine State Police --- Colonel Allan H. Weeks -- is the executive head of the Maine State Police. The chief is appointed from the commissioned ranks by the Commissioner of the Maine Department of Public Safety, with the advice and consent of the Governor. The appointment is subject to review by the Joint Standing Committee on State Government and to confirmation by the Legislature. The Chief is responsible for the administration of the State Police and for the enforcement of all Maine motor vehicle and criminal laws.

DEPUTY CHIEF

The Deputy Chief -- Lieutenant Colonel John W. Clark -- is a commissioned officer designated by the Chief. He is charged with ensuring that all orders and regulations pertaining to the operations and welfare of the State Police are carried out. The Deputy Chief assists the Chief in overall planning, coordinating, and directing the administration and operations of the State Police. Other primary responsibilities include program planning, coordination of federal programs, and legislative liaison.



ADMINISTRATIVE SERVICES

The Administrative Services Division is an organizational unit within the Department of Public Safety which provides administrative support services to the Maine State Police in the areas of external audit, finance, personnel and printing.

Finance Office: This Office provides accounting and budgetary services to the organizational units of the Department, which include the processing of bills for payment, preparation of purchase orders, maintenance of accounting records and transactions, maintenance of accounts receivable, preparation of bills and charges for services, analysis of expenditures and revenues, preparation of work programs and allotments, maintenance of vehicle accident and industrial accident reports, preparation of financial reports and comparative financial data and the maintenance of capital equipment and real property inventory control records.

Continued during 1983 was the Departmental Responsibility Accounting System in which the responsibility center managers were held accountable for the expenses they incurred in the operation of their respective units. Greater management involvement and financial accountability was achieved in budget planning and the periodic review of operational accomplishments through the comparison of actual performance to budget forecasts. In order to assist in this endeavor, the Department continued to utilize a computerized on-line system to record financial transactions on a timely basis and to provide expense and budget reports to unit managers.

During the year this Office continued the development of a computerized fixed asset file to replace manual records and to account for all fixed assets by responsibility center.

(During 1984, this Office will place greater emphasis on budget planning at all levels of the Department in order to achieve full financial management and control. Efforts also will continue toward computerizing the fixed assets of the State Police during 1984 in order to place greater emphasis on management accountability at the Division and Troop level for capital equipment control and to provide a more effective means to conduct annual physical inventories of fixed assets.)

Personnel Office The purpose of this Office is to administer employee/position actions; labor contracts and Personnel Laws and Rules, employee/labor relations, position classification and pay, human resource planning, manpower planning, organizational review, pay/benefit administration, performance appraisal/evaluations, career counseling, unemployment compensation, affirmative action, recruitment/interviewing/selection/promotions, examination processes, and training.

During 1983, the Office of Personnel accomplished the drafting of Office policy and procedures. The Office of Personnel worked with State Police Management and Labor in order to establish a new system for promotion within the Uniform Ranks of the State Police. The Office worked with the State Police Training Officer in administering State Police Trooper examinations for women applicants under a Consent Decree entered into between the State of Maine and the U.S. Department of Justice. The Office of Personnel

finalized an Employee Orientation package for distribution to all new employees to orient them to the Department and State Government in general. New procedures for job analysis/evaluation were established to expedite requests for upgrading and downgrading of positions.

In 1984, the Personnel Office plans to continue work on finalizing Policy and Procedures of the Office of Personnel. The Department will continue to place its efforts on the hiring of women and minorities for the classification of State Police Trooper. The Office of Personnel will be installing a computer terminal that will allow the office to utilize word processing capabilities, along with direct entry into the Master Personnel file. This new terminal will enable the Office of Personnel to connect with the State MSA Personnel Management and Reporting System that will give direct communications for receiving authorization of employee actions for Personnel payroll purposes.

Audit: This Office is responsible for the external audit of all National Highway Traffic Safety Administration project grants in the State of Maine in accordance with National Highway Traffic Safety Administration guidelines, the applicable highway safety plan, the HS-1 project grant contract and the requirements of Office of Management and Budget circulars A-102 and A-87.

During 1983, this Office was granted approval by the Contract Review Committee to solicit competitive bids from independent accounting firms to undertake the internal audit of the highway safety programs for the period January 1, 1981 to September 30, 1982.

(For 1984, this Office plans to conclude the above mentioned internal audit of the highway safety programs for the period January 1, 1981 to September 30, 1982. In addition, a new, permanent Highway Safety Auditor will be hired in 1984 in order to establish a more consistent approach to the audit responsibility.

Printing Office: This Office provides a full range of in-house printing and graphic arts to the Department at the least cost possible.

During 1983, this Office achieved the following operational accomplishments: 2,740,367 impressions; 735,231 copies collated; 760,731 copies stapled; 736,153 copies padded; 151,100 copies bound; 797,728 copies drilled; 192,278 copies folded; 936,220 copies cut; and, 282 layout/design hours. the above production results were achieved at an average per impression cost of \$.012.

(For 1984, this Office will continue to maintain the lowest possible cost per impression by evaluating printing equipment, procedures and methods in the interest of cost-effectiveness. In particular, this office will evaluate alternative equipment purchases in order to increase operational efficiency in view of the growth rate in Departmental printing needs.)

PUBLIC INFORMATION

The Public Information Office is responsible for planning, directing/ coordinating, assisting in the implementation of, and evaluating public information activities and programs. The Public Information Officer (Director, Public Information) advises the Commissioner, Chief and staff on public information matters that should be brought to their attention, and provides counseling and instruction to the staff and field personnel.

Although all State Police officers are authorized to make news releases on routine matters, the Public Information Officer serves as spokesperson for major crimes or other serious news events when it is necessary to assist the investigating officer. On call 24-hours a day, the Public Information Officer maintains liaison with the news media.

During 1983, the Office disseminated 108 news releases about activities, programs and services to the news media. The Office also responded to numerous queries and provided public information to the news media on 305 major incidents. There were 190 feature articles/programs and interviews facilitated.

Broadcast public service announcements were scripted and/or produced to make the public more aware of the following: (Radio) Winter Road Safety, Motor Vehicle Inspection, School Bus Safety, Bicycle Safety, Memorial Day Driving Safety, Burglary Prevention, Independence Day Safety, Speed Limit Enforcement, O-U-I Prevention/Enforcement, Teenage Drinking & Driving Prevention/Enforcement, Labor Day Driving Safety, Schools Open Safety, Car & Winter Safety, Christmas Fire Safety, Holiday Drunk Driving Prevention ; (Television) Speed Limit Enforcement and Drunk Driving Prevention, plus Project Graduation (drinking & Driving prevention) and Project Holiday (drinking & driving prevention)--both "projects" done in cooperation with the Maine Department of Educational & Cultural Services.

In addition, the Office compiled and edited the annual report, updated Departmental publications and the Maine Print & Broadcast Media Booklet, and published the employee newsletter ("Communicator"); the Public Information Officer was a participatory member of the Governor's Public Information Advisory committee and a Certified Instructor in News Media Relations at the Maine Criminal Justice Academy.

CRIMINAL DIVISION

The Criminal Division, commanded by a captain, is responsible for Criminal Investigations, the Crime Laboratory, and Licenses (including Beano & Games of Chance).

Criminal Investigations-- The Maine State Police has by statute original and concurrent jurisdiction to enforce the criminal laws of Maine and to investigate any non-compliance. Criminal Investigations dealing with major crimes such as homicides are the responsibility of the northern, central & southern Criminal Investigation Division (CIDs) with a central headquarters in Augusta. Each CID is commanded by a lieutenant.

The primary function of each CID is to not only investigate homicides, but also suspicious deaths, plus investigate other major crimes within its respective geographical areas, and to assist uniformed personnel and other law enforcement agencies with criminal investigations they are conducting. Other major crimes investigated include: burglary, bank robbery, forgery, conspiracy, escapes, deceptive business practices, kidnapping, rape, aggravated assaults, extortion, terrorizing, and gross sexual crimes, etc. In addition, each CID coordinates investigations and prosecutions as necessary, with the Maine Department of the Attorney General; assists in the training of State and local police in criminal investigative techniques; and provides detectives for speaking engagements before various civic groups and schools.

During 1983, the investigation of new homicides increased (from 21 in 1982 to 23 in 1983) but other major investigations increased. A major concern to CID detectives was the increase in reported child abuse cases.

One of the tools used by detectives to help with their investigations is the polygraph. The polygraph is utilized by examiners to discern truth or deception from what is said by an individual who has volunteered to take the examination. During 1983, there were 340 polygraph examinations, the bulk of which were done for the Maine State Police and the remainder for other law enforcement agencies.

In addition to State Police investigation requests (including those required for private investigator license applications), the CIDs assisted other in-State and out-of-state criminal justice agencies. Much of the work done by the detectives was facilitated by State Police officers within the field divisions. And, the CIDs investigated criminal law violations that took place at the State's correctional facilities (including the Maine State Prison).

Crime Laboratory

The State Crime Laboratory functions include photography and crime scene processing, developing and printing photographs related to criminal or accident investigations, comparison, restoration of serial numbers of stolen vehicles or other items; making identification cards for members of State agencies; instruction of State, county, and local police officers in crime laboratory procedures; and expert testimony in court.

The Photography Section accomplished the following:

Film Rolls Processed

35mm Color	Neg. Film	1,097
2 1/4 Color	Neg. Film	62
35 mm slides		24
2 1/4 B&W		22
35 mm B&W		130
		<hr/>
		1,335

Prints

35mm Color	14,402
35m m B&W	1,062
2 1/4 Color	560
2 1/4 B&W	221
35mm slides	176
4x5	181
Special Projects	3,705
	<hr/>
	20,307

The Fingerprint Section completed the following:

Fingerprint Comparison	75 cases
Processed for latents	1871 items
Items examined	2103 items
Footwear/tire comparisons	8 cases



The Firearms Section completed the following:

Firearms	119 cases
Toolmark	9 cases
Serial Restoration	16 cases
Gunpowder Residue	18 cases
Typewriter print exams	2 cases
Items examined	2193 cases

Crime Laboratory personnel testified in court 46 times. Personnel were called out 63 tiems, responded to and processed 63 crime scenes and attended 15 autopsies issued 134 I.D. cards. Ten persons were fingerprinted.

Licenses

Beano and Games of Chance

The Licensing Section of the Maine State Police is responsible for the enforcement licensing and administration of over 820 Beano and Games of Chance organizations statewide. It also maintains close and effective cooperation with other law enforcement agencies.

Routine inspections of licensed games are made as frequently as possible with all complaints fully investigated.

Summary of enforcement activities for 1983 included, but were not limited to:

- 3,212 Administrative hours
- 43 Court hours
- 410 Investigations (Complaints) for a total of 557 hours
- 161 Premise Inspections for a total of 297 hours
- 94 Special Workshops or audits for a total of 224 hours
- 51 New application investigations for a total of 112 hours.
- 22 Speaking Assignments for a total of 92 hours

The above resulted in 441 warnings and 12 arrests.

Summary of licensing activities for 1983.

Beano and Bingo

1. Total Beano organizations license - 419.
2. Total number of Beano licenses issued - 4,021.
3. Total revenue received by State of Maine from license fees - \$45,424.
4. Total operating expenses for 1983 year - \$10,337.42.
5. Surplus from Beano licenses fees for 1982-83 year - \$35,086.58.

Games of Chance

1. Total Games of Chance organizations licensed - 401

2. Total number of Games of Chance licenses issued - 6, 475.
3. Distributors licensed - 12
4. Total revenue received by State of Maine from Games of Chance license fees - \$135,973.
5. Total operating expenses for 1983 year - \$134,295.12
6. Surplus from Games of Chance licenses for 1982-83 year - \$1,677.88
7. Combined surplus from Beano and Games of Chance license fees to State of Maine General Fund Account for 1983- \$36,764.46.

Private Investigator, Security Guards and Weapon Licensing

The State Police accepts applications, investigates backgrounds and issues licenses for private investigators and private security guard services.

Similar background investigations are conducted for non-resident concealed weapon applicants plus ex-felons who may only apply for non-concealable firearms permits.

During the fiscal year 1982, the State Police issued 585 licenses. A total of \$26,305.18 was received from application fees. Unit expenses totaled \$21,028.41 leaving a balance for the State General Fund of

	Private Investigators	Assistant Private Investigators	Private Security
New	<u>17</u>	<u>4</u>	<u>18</u>
Renewal	<u>91</u>	<u> </u>	<u>45</u>
I.D. cards	<u>23</u>	<u>8</u>	<u> </u>
	Non-Resident concealed	Possession by Ex-Felon	
New	<u>353</u>	<u>5</u>	
	<u>21</u>		

FIELD FORCE

The Field Force of the Maine State Police is divided into two divisions. The Force is under the direction of the Deputy Chief for uniformity of administration, with each division being commanded by a Division Captain.

The Division Captains are charged with the planning, coordinating and directing of the activities within a respective division. Responsibilities include: Periodic inspections of property and personnel; and insuring State Police officers work in harmony with other law enforcement agencies.

The following is a breakdown of the Field Force.

Division I

- Troop A (Scarborough) -- responsible for York and southwest Oxford counties.
- Troop B (Scarborough) -- responsible for Cumberland, southwest Androscoggin and central Oxford counties and Interstate 95 from Scarborough to Gardiner.
- Troop D (Thomaston) -- responsible for Sagadahoc, Knox, Waldo, southern Kennebec and central Androscoggin counties.
- Troop G (Scarborough) -- responsible for the Maine Turnpike.

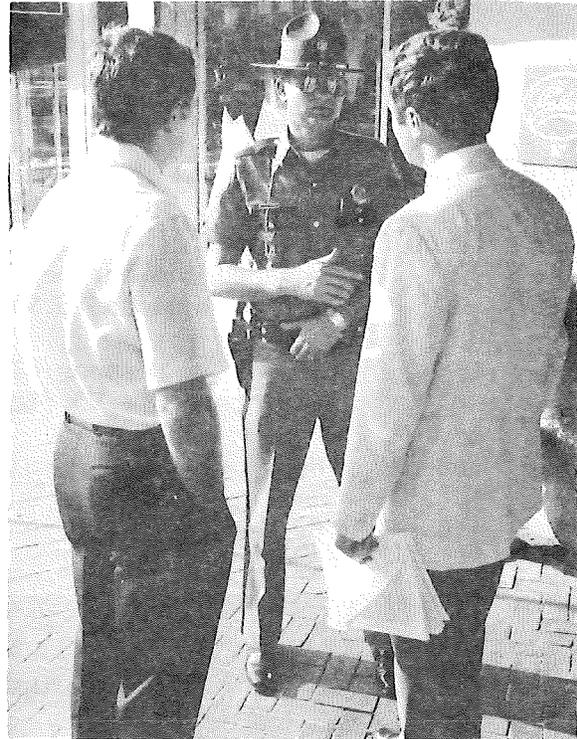
Division II

- Troop C (Skowhegan) -- responsible for Franklin, Somerset, northern Kennebec and northern Androscoggin counties, and Interstate 95 from Augusta to Newport.
- Troop E (Orono) -- responsible for Penobscot and Piscataquis counties and Interstate 95 from Newport to Houlton.
- Troop F (Houlton) -- responsible for Aroostook County
- Troop J (E. Machias) -- responsible for Hancock and Washington counties

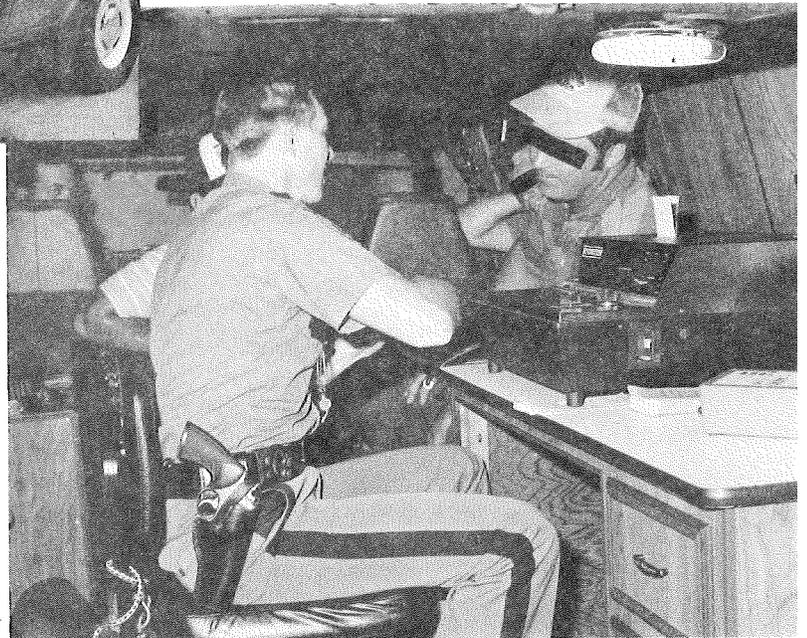


First Field Division

With the National Governors' Association Conference held within the First Field Division, the Division played a major role in the largest single mission in State Police history. Although involved in communications and transportation, the greatest demand on the division was to provide adequate security to the Vice President, the Nation's governors, and several dignitaries.

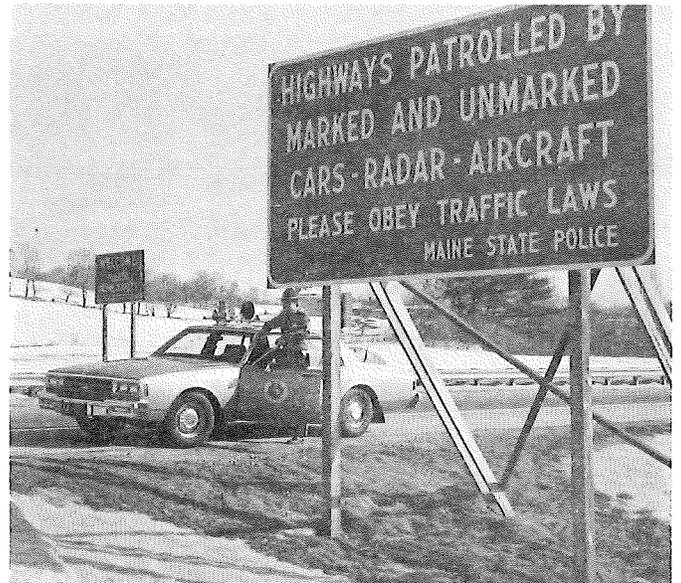


Aside from the National Governors' Association Conference, the main thrust of Division responsibilities was to get and keep the drinking motorist off the road. With increased traffic during the warmer months, the Maine State Police continued its Summer Enforcement Program with each Troop having goals relating to Operating Under the Influence (O-U-I) and other major traffic enforcement efforts. On the Maine Turnpike, for example, there was increased use of unmarked vehicles to detect the more serious traffic offenses (eg. , high speed reckless operation and drug/alcohol related crimes); also, in addition to use of alcohol pre-arrest screening devices..Officers became familiar with improved alcohol driver detection which includes Alcohol Gaze Nystagmus, and improved balance and walking/turning tests.



Troops within the Division utilized Breath/blood Alcohol Testing vans (or BAT-mobiles) to help in the detection and apprehension of drinking motorists. The Division also expanded its educational approach by conducting numerous alcohol safety programs (with much material provided through the Maine Highway Safety Committee) for schools, civic groups, fraternal organizations, public displays and military personnel. In addition, the Troops working in conjunction with the Public Information Office) were instrumental in informing the citizenry about O-U-I enforcement and prevention through utilization of the news media and assisting in the production of television public service announcements.

On the Maine Turnpike--used by more than 19-million vehicles during the year, officers began making a concerted effort to reduce the increasing number of commercial vehicle accidents caused by poor equipment and fatigued drivers. Troopers were cross-trained in commercial vehicle inspection and enforcement under the supervision of the Truck Weight Section of the Traffic Division. And contingency plans began to be developed to address accidents involving hazardous cargos.



Crime prevention was another high priority within the Division. "OPERATION ID"-- a State Police instituted (in conjunction with the Maine Farm Bureau) and monitored identification system using imbedded numbers in agricultural and industrial equipment--was expanded to include members of the Maine Chapter of the American Pulpwood Association.

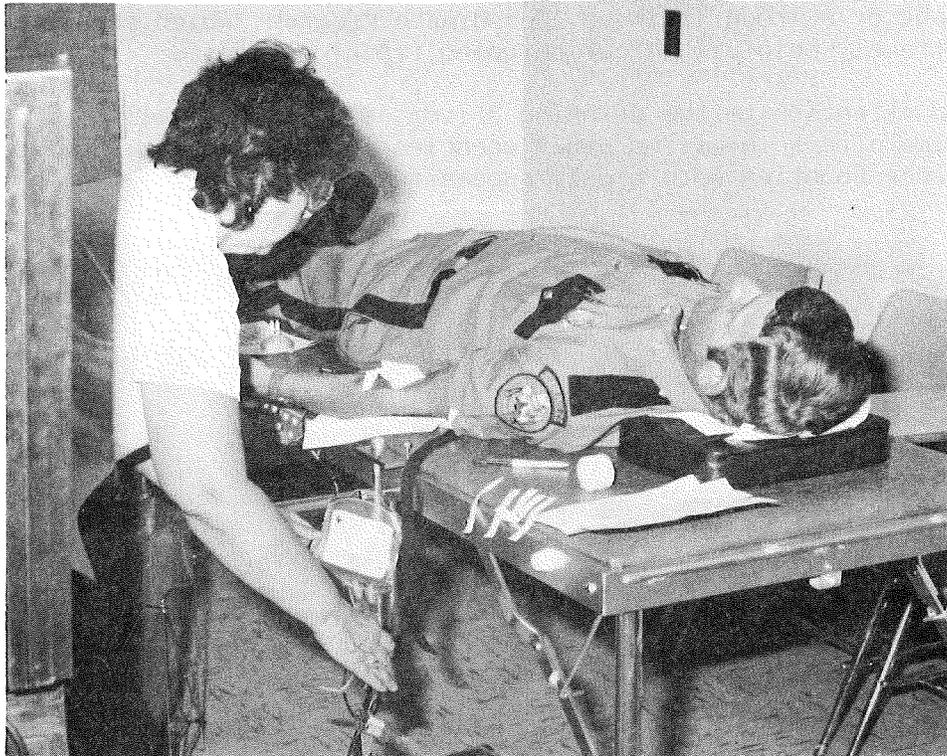


In mid-coastal Maine, the State Police watercraft program provided quick access to the islands for law enforcement and intelligence purposes. And, the influx of summer people to the coastal areas and numerous scheduled festivals stretched available manpower to meet basic law enforcement responsibilities.

Because of increased cultivation of marijuana in Maine and continual attempts to smuggle illegal drugs into the State, Division officers worked closely with the Investigative Coordinating Division's Criminal Intelligence Unit, Drug Enforcement Unit and (drug) Anti-Smuggling Unit in an effort to curb illegal drug and related activities within Maine.

The Troops were also active in combatting rural crime. Some Troops were able to assign an individual as a General Investigative Services Officer to coordinate investigation of rural property crimes within the Troop. During 1983, a concentrated effort was made to work more closely with other law enforcement agencies within each Troop area. Some of the Troops have been utilizing substations (the latest being set up in West Paris through the courtesy of the Maine Forest Service) to provide easier access for citizens in getting assistance from area Troopers.

And, the Division took an active role in assisting in the voluntary fingerprinting of school age children for identification purposes. The Troops worked closely with civic groups and schools in providing expertise and assistance (frequently on days off) in order to provide parents with completed fingerprint cards of their children.



Trooper donates blood during Pre-Labor Day Safety Program

Second Field Division

The first ever Physical Assessment Program took place in the Second Field Division with a two day program involving volunteers. This program in the Skowhegan area will hopefully become the catalyst for further Physical Assessment Programs on a statewide basis.

Several other beneficial programs were implemented within the Division one of which was a Shoot/Don't Shoot Firearms Program as well as development of a Troop Training Coordinate Program which should prove to be extremely helpful in our on-going training effort.

Continued attention to the drinking driver as well as a well coordinated rural crime effort involving other agencies in the Franklin, Somerset and Kennebec Counties were highly successful.



Troopers in Aroostook County enhanced Departmental relations by setting up firearms training programs for several local police departments and qualifying many of their officers as well as general required training for the Aroostook County Sheriffs Department.

An officer and his wife in the Penobscot County area put in many extra hours setting up a fingerprinting program for children in the area. As a result of this the officers in this area became the first State Police Officers in the State to offer this type of program. This actively has been very successful in many ways but particularly so in the area of public relations.

Troop Detectives were initiated in two troops and have been very busy and effective in combatting rural crime. One of these officers was instrumental in solving two homicides.

Final arrangements were made to place an officer, full time, in the Penobscot District Attorney's Office starting in the Spring of 1984. This represents continued progress in our goal of establishing full time detectives in all Prosecutorial Districts in the Second Field Division.

The new barracks in East Machias was equipped with a Data-speed 43 teletype unit linking Troop J with Division of Motor Vehicles, Central Computer Services, National Law Enforcement Teletype System and National Crime Information Center terminals. Continued progress was made in making this new barracks more operational in many ways including the completion of evidence lockers.

Meetings have been held throughout the Division with the news media in an effort to improve relations between officers and representatives of the electronic and print media. Also, officers participated in many parade details and other high visibility programs that tend to enhance the image of the Maine State Police.



INVESTIGATIVE COORDINATING DIVISION

The Investigative Coordinating Division (ICD) known as the "Organized Crime Unit", commanded by a captain, is responsible for the investigation of major crimes that have an organized crime connotation and those crimes that require coordination on a statewide multi-unit basis.

Anti-Smuggling Unit working in conjunction with the Federal Drug Enforcement Administration, opened 25 new cases during 1983 and worked on a total of 34 cases. Eighty five people were arrested on smuggling charges as a result of the investigations and \$19,800 in cash was seized. A 53,000 pound marijuana load was intercepted by the U.S. Coast Guard through information supplied by the federal Drug Enforcement Administration - Maine State Police Joint Task Force. This load was valued at approximately 45 million dollars. Both the offload crew and sea crew were arrested in this operation.

Arson Unit in conjunction with State Fire Marshal personnel, investigated 154 cases. Of these, 42 remain under investigation, these await grand jury action, 109 were closed -- 15 of these with convictions. Aids to other agencies, escorts, speaking assignments, training assignments, security details, and other special activities totalled 164.

Attorney General & Executive Security investigated 115 cases during 1983 resulting in convictions, 13 cases await trial or grand jury action, five cases are under Attorney Review, 70 cases are closed to other agencies, unfounded, or warrant no further action, 21 cases remain open to further investigation, \$5,359.54 in stolen property was recovered. Aids to other agencies, training assignments, and other special activities totalled 237.

Auto Theft investigated 103 cases in 1983 resulting in the recovery of \$314,834 in stolen property. The cases resulted in 18 convictions with 25 cases either awaiting trial or grand jury action. In addition, auto theft investigations disclosed information on burglaries, theft, incest, embezzlement, tax fraud, check schemes, and firearms violations that were referred to other federal, State or local agencies for followup or prosecution. Aids to other agencies, speaking assignments, training assignments, and other special activities totalled 108. The Unit also provides a backup to the Executive Security Program and provided security in 85 instances.

Criminal Intelligence Unit During the year 1983, there were 147 new cases investigated by the members assigned to the CIU. The investigations and assistance rendered to other agencies has resulted in 39 felony arrests during the year. \$5,000 in stolen property was recovered. Based upon investigations undertaken by members of the Criminal Intelligence Unit in cooperation with the Drug Enforcement Administration three aircraft used to air smuggle drugs have been seized - one Piper PA - 31 aircraft at Sanford, Maine; one Piper PA-31 aircraft at Montgomery, Alabama; and one Piper PA-31 aircraft at Wilmington, North Carolina.

104 inquiries from law enforcement agencies from throughout the United States requesting criminal record checks, background information and/or assistance in investigations were received during the year. These inquiries have been part of investigations which have identified persons and/or firms engaging in criminal activity utilizing the State of Maine as a residence and/or base of operation.

The Drug Enforcement Unit investigated 398 cases and as a result, 278 criminal cases have either been prosecuted or are awaiting prosecution. Of these, 162 are felony cases and 122 are misdemeanor cases. \$23,669.00 was seized and is awaiting civil forfeiture to the State. \$4,284.50 has been returned to the State General Fund as restitution in drug cases. Through buys and seizures, \$198,000.00 in drugs have been removed from circulation in Maine.

SPECIAL SERVICES

The Special Services Division, directed by a captain, administers the following functions: Communications, Data Processing & Management Information, Emergency Services, Radio Maintenance, State Bureau of Identification (including Uniform Crime Reporting), and Training.

Communications

During 1983, the New England Telephone Company completed its upgrade of the METRO (Maine Telecommunications and Radio Operations) teletype system. State Police Headquarters has installed 9600 WPM (words per minute) printers. (The Secretary of State's Motor Vehicle Division has a 4800 WPM printer, NCIC/National Crime Information Center and NLETS/National Law Enforcement Teletype System have 2400 WPM).

During the past year, teletype transactions for the network jumped from 3,802,000 in 1982, to 4,859,000 in 1983, for an approximate 22% increase. Part of this increase was due to the stations having new teletypes and being able to get more information quicker, as well as having more information available. The 1983 figure for total transactions shows a monthly average of 404,958 transactions, a weekly average of 93,452, a daily average of 13,314 an hourly average of 555, with the system doing 9.2 transactions per minute, statewide. With the installation of the new teletype equipment and high speed lines, the system is expected to show a dramatic increase for 1984.

The Augusta RCC (Regional Control Center) started a new computerized dispatch on February 1, 1983, whereby, all radio traffic and status logs are immediately typed into the computer as received. This traffic is printed out on paper logs at the end of each 24 hour period and saved for a two year period. The Communications Unit, Augusta Regional Control Center has taken on the responsibility of controlling repair calls statewide, in order to determine where the major problems exist and to provide users with better service in the future.

The Communications Unit continues to provide training to all users on the METRO System, upon request and, in conjunction with the Maine Criminal Justice Academy, conducts Basic Dispatcher and Dispatcher II Schools, as needed.

Data Processing & Management Information

The Data Processing and Management Information Unit is responsible for accurate and timely reporting of computerized business and statistical systems for the Department. These systems include: accidents, arrests, activities, Beano and Games of Chance licensing, civilian time and leave, domestic violence, fixed assets, inspection stations and mechanics, incidents, officer time and leave, uniform crime reporting, vehicle cost analysis, and numerous labeling systems.

During 1983 the Unit converted the last of its systems being prepared on an outside computer to our own in-house system. This system - arrests - along with civilian time and leave were two of the major systems that were designed and became operational during the year. Several system enhancements, particularly incident based reporting, were also implemented during 1983.

Emergency Services

Emergency Services, commanded by a lieutenant, is comprised of the following emergency response teams: Canine Unit, Tactical Team, and Underwater Recovery Unit. Members of the emergency response teams are full time patrol officers or detectives who have volunteered to take on additional responsibilities required by their emergency response team. Other responsibilities include: Hazardous Materials and Contingency Planning and Civil Disturbance Training.

Canine Unit

The Maine State Police acquired for the first time a canine trained in drug detection in 1983, K-9 Unit Supervisor Sgt. Lloyd Williams and his canine "Moose" went to the Connecticut State Police Training Academy for three weeks of specialized drug training. This training certified "Moose" for detection of marijuana, hashish and cocaine. Later, four other State Police canine teams were trained in Maine in marijuana and hashish detection. Tr. Dennis Hayden was designated Assistant Trainer with the responsibility for deployment of canine teams at such times the supervisor is not available.

Canines played an important role in the National Governors' Conference in Portland in July. With the assistance of the New England State Police Administrators Compact (NESPAC) trained bomb detection dogs conducted bomb sweeps of hotel rooms and meetings rooms prior to each governor's arrival.

The following is a listing of Canine Unit activities:

TRACKING -----	147 calls
(Criminals, Escapees and Lost Persons)	
PUBLIC DEMONSTRATIONS-----	70 calls
BACKING UP OTHER OFFICERS-----	45 calls
(During threatening situations)	

EVIDENCE SEARCH----- 34 calls
 (At crime scenes)

DRUG SEARCH----- 34 calls

SCOUTS----- 23 calls
 (Including suicide victims)

BUILDING SEARCH-----20 calls

DETERRENT-----12 calls
 (People stopped violent behavior on sight of dog)

TOTAL 377 calls

(142 of the above calls were handled by an off duty canine handler)

- 36 Arrests were the direct result of the canine users
- 4 Attempted suicides were found alive by the canines
- 2 Suicide victims were found dead by canines
- 3 Lost persons were found with the canines.
- 157 Assistance to other agencies.
- 33 Times a canine team was needed and a team was not available

(In 1983 many other cases were solved and criminals apprehended from the evidence gathered by the use of the Canine Teams.)



Tactical Team

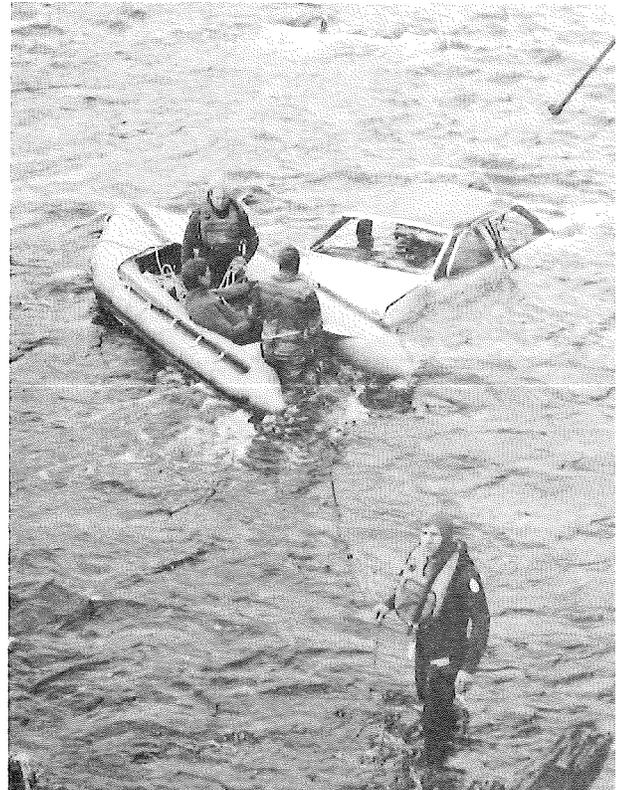
The Maine State Police Tactical Team consists of specially trained officers who, for the most part, are centrally located within the State in order to insure maximum team mobility. The purpose of the Team is to respond to extreme emergencies in which serious injury or death could be imminent and where the use of a professionally trained and equipped team could neutralize the effects of any person(s) threatening the lives and safety of the public.

During the past year the Tactical Team responded to numerous requests for assistance from local, county and State agencies. The requests have ranged from assisting with security during the 75th National Governors' Conference in the Portland area, to assisting the Federal Drug Enforcement Agency and State Police Anti-Smuggling (drug) Unit with raids on suspected ships carrying drugs along the Maine coast, to confronting individuals that were armed, had committed murder, were barricaded and were threatening the lives of the police and public. The Team has been able to accomplish each mission with no injuries or loss of life to the police profession or innocent bystanders after the Team had been activated and was on the scene.

UNDERWATER RECOVERY

The six person Underwater Recovery Unit was involved in a wide variety of underwater searches during 1983. Divers participated in the recoveries of seven bodies, including one from under the ice. Other searches were conducted for a vehicle involved in a fatal accident, cash registers containing money, and stolen motor vehicle parts. The URU made use of their underwater metal detector in searching for weapons used in a homicide and also in searching for stolen power tools and other evidence in criminal cases.

The URU conducted a three-day training session during which items were recovered from quarries in Hallowell and turned over to local authorities. The remainder of the training session was spent off the coast conducting search patterns and testing underwater lights and other equipment to be used during searches in various conditions of current, weather and visibility.





Civilian Disturbance Training (BDN photo)

Radio Maintenance

The Radio Maintenance Unit operates from the Maine State Police Headquarters in Augusta from Troop B in Scarborough, from Troop E in Orono and from Troop F in Houlton. The majority of repairs and installations accomplished for the Department were done at these four locations. It is not always possible to bring all of the work to these shops, therefore, the technicians must go to the other barracks, remote mountain top repeaters, aircraft and water craft locations.

Some of the technical responsibilities of radio maintenance are installation removals and maintenance/calibration on nearly 900 mobile radios, nearly 300 portable radios, 400 electronic sirens, 250 CB radios, 100 base stations statewide, 200 traffic enforcement radios, nine microwave repeaters and certain electronic specialty equipment. These State Police technicians also maintain other systems for 19 other State agencies that do not have adequate resources or statewide responsibilities. During the past few years, our technicians have also provided technical and licensing information for numerous federal County and municipal agencies.

In 1983, the Unit completed its 43rd year of service in support of the Department. The single biggest project was the planning, implementation, installation, licensing and removal of the communications equipment used for the 75th National Governor's Conference in Portland. Planning and system design began in January and February with emphasis placed on the utilization of existing communications equipment and frequencies. Very little equipment was purchased exclusively for the National Governors Conference, other than 50 portable radios. These radios were specified in February and the low bid was accepted in April, with delivery in May and June. Our licenses were applied for and received in June. Transmitters were bench and field tested, then located atop three Portland high-rise buildings for maximum coverage with hand held radios and three dispatcher control stations were located at the State Police Command Post and Communications Center in Portland. Also, during this period of time, we installed radios in 80 new, marked and unmarked, cars specifically for the conference. Some considerable time was devoted to maintenance and alignment of all radios on the bench before the conference started. During the conference, radio problems were nil, in spite of the mixture of old and new, different types of radios and frequencies used. All of the equipment was removed in August and the borrowed equipment returned to the respective lending State departments.

Other accomplishments included:

Licensed federal, county and municipal law enforcement agencies; surveyed sites at Baxter State Park for solar operation, checked and calibrated Baxter State Park mobile radios, repaired station antennas at Baxter State Park, installed new tower at Baxter State Park, replaced antennas and cables (due to vandalism) and installed alarm and metering panels at mountains used by the State Police, interconnected with Aroostook EMS microwave from Houlton to Ft. Kent, erected a repeater site and equipment at a mountain for a Maine Army National Guard training exercise installation of multi-tone encoder and decoder system for the IF & W base and repeater station equipment and installed a base station for IF & W headquarters in Bangor.

State Bureau of Identification

The State Bureau of Identification consists of three units. The Identification Division established in 1937 by the Legislature, the UCR unit added in 1979 by the legislature and the State Police Investigative Records unit added administratively in 1976.

Identification Division

The Identification Division is the legally mandated central repository of criminal history records for all law enforcement agencies within the State. It is the largest division within SBI.

The Criminal History Record Information files (CHRI), consisting of fingerprint records and court abstract records properly processed, contain the criminal records of persons involved in arrest situations in Maine.

These files are constantly upgraded to comply with existing privacy and security laws for the efficient dissemination of this information as authorized.

A start on a computerized Master Name Index was made in 1983 but has been sidelined effective December 31, 1983 after federal funding for the project became unavailable. All current records are still being properly coded in anticipation of completion of this project in the future.

In October 1981, a fee system was set up for the first time for the release of Criminal History Record Information (CHRI) to non-criminal justice agencies and individuals. A change in the dissemination law for CHRI (conviction data only) "to any person for any reason" increased the work volume and necessitated the fee system. In 1983, the second full year, the fee system collected \$7,422 that was turned over to the Department's Finance Office.

Inquiries to the Division have increased from 24,443 in 1978 to 47,349 in 1983 with existing staff.

A continued liaison is maintained by the Director with all contributing agencies in order to maintain and improve the record system. Training is provided when necessary to agencies in the proper submission of prints and records in all subjects related to the storage and use of criminal history record information. The Maine Freedom of Access Law (1 M.R.S.A. § 401) vs. the Maine Criminal History Record Information (Privacy and

and Security) Law continues to be a problem for some agencies.

Other activity in the Identification Division for 1983 included:

- 4,655 Criminal fingerprint cards received
- 2,379 Fingerprint cards classified and searched
- 2,286 Fingerprint cards matched with existing records
- 1,941 Final disposition sheets received and filed
- 1,772 Additional record information received
- 3,139 Out-of-State records received and filed
- 47,349 Inquiries checked
- 19,052 Court abstracts received and filed
- 7,432 Record folders were reviewed, updated and retyped
- 12,389 Preparation of mail (pieces)
- \$ 7,422 Fees for records

Uniform Crime Reporting Unit

Uniform Crime Reporting is mandated by Maine Law, Title 25, MRSA § 1543 amended, and requires the full cooperation of all Maine Law Enforcement agencies.

Crime data is collected on all Part I Crime Offenses (murder, rape, robbery, assault, burglary, larceny, motor vehicle theft and arson) and continues to improve in value as increased data is added to the rapidly expanding data bank. Data is also collected on specially designed forms providing the data bank with information on the age, sex and race of persons arrested for criminal violations in both Part I and Part 2 crime classes; description and values of property stolen and recovered, crime locations; time of offenses; methods of crimes; employee data, assaults on police officers and other supplemental, meaningful data.

All data is computerized monthly, and comprehensive reports on crime are developed, printed, and distributed to the Governor, legislators, contributors and related criminal justice agencies. Quarterly computer printouts of crime data, showing monthly data and year-to-date on a comparison by month and year basis, are mailed out to each contributor automatically. All UCR data is submitted to the FBI in Washington.

In 1983 a publication entitled "Crime In Maine" was printed and released. This annual publication was for the period January - December 1982. A brief bulletin with data covering the period from January - June 1983 was generated and forwarded to all contributors and related criminal justice agencies.

In 1983, the Judiciary Committee of the Maine Legislature requested the Department to conduct a special study to determine the incidents and number of Incest, Gross Sexual Misconduct and Child Abuse crimes that are reported to law enforcement.

This task was assigned to and carried out by the Uniform Crime Reporting Unit.

Based on actual case report data and questionnaire response, a Special Study publication was compiled and printed. Five hundred copies were distributed to the Governor, Legislators and Law Enforcement Administrators and other selected persons and agencies.

Activities of the UCR Unit, in addition to the otherwise routine function of crime data collection and reporting, include the constant training of contributor personnel (more than 3,000 trained to date) in records systems and Uniform Crime Reporting rules and procedures. Constant consultation and visitations with UCR contributors, as well as providing technical assistance upon request, reflect a significant portion of the Unit's activity.

State Police Investigative Records Unit

This unit of SBI is the central repository of the investigative records of the State Police.

Starting with the assigned identification numbers of the case on the original complaint they are processed to a conclusion and finally microfilmed. Microfilmed records are available for recall and can be recalled in original form on copies from the microfilm.

An investigative reference file has been developed in this Unit containing the complainant, respondent, victim, injured or deceased along with all names appearing in the cases. Presently this is being done manually, but a word processor computer terminal is on order to automate this file. Proper utilization of this investigative resource should result in valuable information becoming available.

All non-criminal justice agencies are charged a five dollar fee to cover administrative and clerical costs when they request verifications from the investigative files. Fees collected during 1983 amounted to \$1,363.00 and were turned over to the Department's Finance Office.

The activity in the State Police Investigative Records Unit in 1983 consisted of the following:

Criminal Cases:

Received..... 7,297
 Filed..... 7,297

Criminal Continuations:

Received..... 3,917
 Filed..... 3,917

Civil Cases:

Received..... 214
 Filed..... 214

Civil Continuation

Received..... 125
 Filed..... 125

Cards:

Typed..... 16,351
 Filed..... 16,351

1978 Cases Microfilmed..... 1,339
 1979 Cases Microfilmed..... 2,335
 1981 Cases Microfilmed..... 987

Purged and microfilmed 11,700 cards from the Name Card
 File for 1979

TROOP	INVESTIGATIVE CASES RECEIVED	CONTINUATIONS RECEIVED	CIVIL CASES RECEIVED	CIVIL CONTINUATIONS RECEIVED
A	694	615	56	33
B	682	458	12	12
C	1,309	417	16	7
D	846	339	12	7
E	1,032	351	39	13
F	1,131	757	24	30
G	280	100	27	7
J	671	142	23	14
S/CID	284	307	4	2
C/CID	265	336	1	
N/CID	101	94		
Traffic	2	1		
	<u>7,297</u>	<u>3,917</u>	<u>214</u>	<u>125</u>

Training

During 1983 the Maine State Police Training staff held two three-day Women's Recruitment programs at the Maine Criminal Justice Academy for women which was covered by television news media.

In cooperation with the American Legion, the Maine State Police held a student Law Enforcement Orientation Program, at the Maine Criminal Justice Academy, where 32 students from throughout the state attended.



The two-week NESPAC (New England State Police Administrators Compact) Non-Commissioned Officers' Academy was continued with supervisory officers being selected to attend at the various State Police training facilities throughout New England.

The State Police training staff, with the support of State Police officers, has contributed staff and instruction to three Municipal/County Basic Police Schools at the Maine Criminal Justice Academy. Two officers are assigned as permanent staff. The instructional areas where State Police officers have participated are: Traffic, Accident Investigation, Crime Lab Services, Firearms, Emergency Vehicle Operation, O-U-I, Radar, First Responder, Motor Vehicle Law, Crisis Conflict Management, Defensive Tactics, Police Baton Training and Physical Fitness.

Also in 1983, the State Police training staff coordinated many outside training sessions throughout Maine, for State, municipal and county officers. Some of these areas include: Physical Fitness, Defensive Tactics, Emergency Vehicle Operation Course, PR-24 Police Baton, SIDS Education, EMT and CPR Refresher with the aid of State Police EMT personnel, and instruction was also given to rescue personnel on the use of protective and reflective clothing and emergency vehicle placement at accident scenes and Motor Vehicle Law as pertains to fire and rescue personnel.

Also formed in 1983 was a firearms development committee which has allowed entry level and requalifications programs.

May of 1983 also brought a joint training effort between State Police and the National Guard involving helicopter insertion techniques and civil disturbance control.

<u>NAME OF SCHOOL</u>	<u>NO. ATTENDING</u>	<u>LENGTH OF COURSE</u>
Basic Fingerprinting	2	5 days
Training Management	4	3 days
Methods of Instruction	16	5 days
Intelligence A	3	4 days
Time Management	1	3 hours
Basic Arson Investigation	3	5 days
Radar Training	3	10 hours
Advance Homicide Investigation	44	5 days
Advance Arson Investigation	5	10 days
Piloting & Small Boat Handling Course	6	5 days
SIDS in Law Enforcement	46	2½ hours
PR-24 Police Baton	2	2 days
Hostage Negotiations	2	8 hours
Clandestine Laboratory Operation	7	5 days
Detection, Investigation & Prosecution, Financial Crimes	12	7 hours
Firearms Training I	3	5 days
Reducing Conflicts within Criminal Justice System	3	3 days
Self Defense Tactics	6	5 days
New Law Updates	113	3 hours
Child Abuse & Neglect	10	7 hours
Supervisor Development	3	10 days
Behavior Management	3	2 days
Police-Prosecutor Seminar	2	6 hours
Police Juvenile Officer	1	5 days
Traffic Accident Investigation	6	10 days
E.M.T. Course	10	103 hours
Survival 3	1	8 hours
Proper Submission & Use of Criminal History Record	5	4 hours

Automotive Maintenance

Automotive Maintenance had a very busy year in 1983 brought about by the increasing number of high mileage vehicles (75-to 180-thousand miles) resulting in a much higher frequency of vehicle failures. In an effort to ease this problem 116 new vehicles were placed into service.

Automotive Maintenance provides regular service on approximately 475 Departmental vehicles, additionally providing services for the Attorney General's Office and The Bureau of Marine Resources.

Automotive Maintenance services include major engine and drive train repairs, glass replacement, limited body and fender repairs, in addition to regular preventive maintenance at six-thousand mile intervals.

Maintenance is provided at four locations: Augusta Headquarters, Scarborough and Orono and Houlton Barracks, with eight mechanics performing all maintenance on vehicles and other specialized equipment.

In 1983 Automotive Maintenance assisted in the disposal of 138 vehicles that provided \$153, 165.92 to the State's General Fund.

Planning & Research

The Office of Planning & Research is primarily concerned with providing management support at the administrative and operational levels. This is accomplished through participation in development of both immediate and long-range Departmental goals based upon demands for services, available resources, and projection of future needs. The Office maintains contact with similar units throughout the Nation in order to keep abreast of the latest technology available in the criminal field.

The Office of Planning & Research is also responsible for program development in numerous areas, plus the coordination and administration of federal grants affecting the Department.

A number of projects addressing equipment acquisition as well as training programs for agency personnel were undertaken during the past year.

During the year the office continued to participate in the State Police Planning Committee, working with other members in gathering and analyzing data, pertaining to all aspects of the Agency's operations. The final result will be a long range planning report, scheduled for completion in early 1984.

Another major function of the Office was continued involvement in the Agency's in-hours data processing upgrade. This activity included project preparations and grant administration. Several cost/benefit studies were also conducted relative to fleet operations.

Supply

The Supply Office is responsible for the purchase, storage and distribution of clothing, office supplies, office equipment, Departmental forms, and support equipment to approximately 500 sworn and civilian members; as well

as supplying forms, intoxilyzer materials and other related items to municipal police departments and County Sheriff offices. Supply has become involved with the Department's computer system in order to provide for better inventory control. Supply is also responsible for seeking out new items that are beneficial to the Department, and with the aid of our field personnel has tested the economic and durability factors of selected items during the year.

Traffic & Safety Division

The Traffic & Safety Division is responsible for the administration of accident records, Air Enforcement, Commercial Vehicle Enforcement, Hazardous Material, and Motor Vehicle Inspection.

Accident Records

The Accident Records Section of the Traffic Division is responsible for receiving, processing, and maintaining files of all accident reports submitted in accordance with M.R.S.A. Title 29. This section is also responsible for the State Police Fleet Safety Program, Accident Reconstruction Program, accident investigation training and statistical analysis.

Accident Records: Annually, the Traffic Division receives and processes approximately 30,000 accident reports. Each report is reviewed and checked for proper codes and accuracy, prepared for entry into the computerized data system, and microfilming. Over 5,000 requests for copies of accident reports are received, processed, and answered each year. Requests are primarily from Insurance Companies, but also come in from lawyers, private citizens, State and Federal agencies, and District Attorneys.

Fatal accident counts and comparisons are prepared and distributed daily. Statewide accident activity is maintained monthly on computer printouts. Quarterly accident activity of all reporting agencies is also monitored and kept on computer printouts.

Accident Reconstruction: The Accident Reconstruction Program completed its fourth year in April of 1983. Reconstruction activity increased slightly over 1982 figures, and plans have been formulated to expand the program during the upcoming year. Many changes will be made during 1984 to make this program better able to serve the needs of law enforcement and the citizens of Maine.

Statistical Analysis: Accident statistics are in constant demand from all levels of government, the media, and the public. Close coordination is maintained between the Traffic Division, the Bureau of Safety, and the Data Processing Section to insure accurate and timely statistical information. Computer printouts of reports on file are used as the basis for all statistics.

Accident Investigation Training: During 1983, over 300 man hours were devoted to the instruction of accident investigation at the Maine Criminal Justice Academy. Classes were conducted for State Police recruits, Municipal/County Basic Police Schools, and the Reserve Officer Training Program.

Fleet Safety Program: The Director of the Traffic Division also serves as the Chairman of the Fleet Safety Board. Individual files are maintained on all personnel regarding fleet vehicle damage and accidents, and these files are used to identify those drivers who may benefit from the agency's Driver Improvement Program, and to compute time for safe driving awards.

Air Enforcement

During 1983 Air Wing personnel became involved in many diversified activities including the national truckers strike, major drug investigations, the National Governor's conference, and traffic enforcement.

A total of 95 missions were flown in support of drug investigators for the purposes of intelligence gathering along with 38 flights in which actual movements of suspects were monitored. The year saw an increased use of aerial electronic surveillance devices which allowed pilots to track targets and gain investigation information which would otherwise have been impossible to acquire. A dramatic increase in the aerial discovery of domestic cultivated marijuana was the focal point of considerable media coverage during the late summer months. Pilots spotted nearly 4,000 high grade "pot" plants worth over \$3,000,000 in street value. The seizure of a \$300,000 twin engine airplane during early August and the apprehension of 26 people and 25 tons on marijuana in December were a result of close cooperation between pilots and the Federal-State Anti-Smuggling Task Force.

For the first time pilots were asked to patrol the major blueberry plains in northern Maine during the night in an attempt to curb the theft of large quantities of blueberries. A program was formulated in cooperation with industry officials whereby a private helicopter was hired to work in conjunction with our planes. A mobile command center was moved to the local airport and a number of Troopers were assigned to work the detail. State Police pilots employing night vision equipment and sophisticated navigational devices flew night patrol and noted any unauthorized activity. The entire operation was found to be extremely effective given the media coverage surrounding it which facilitated the desired effect. It also demonstrated that our fixed wing aircraft could successfully integrate with a helicopter and extend our effectiveness almost infinitely.

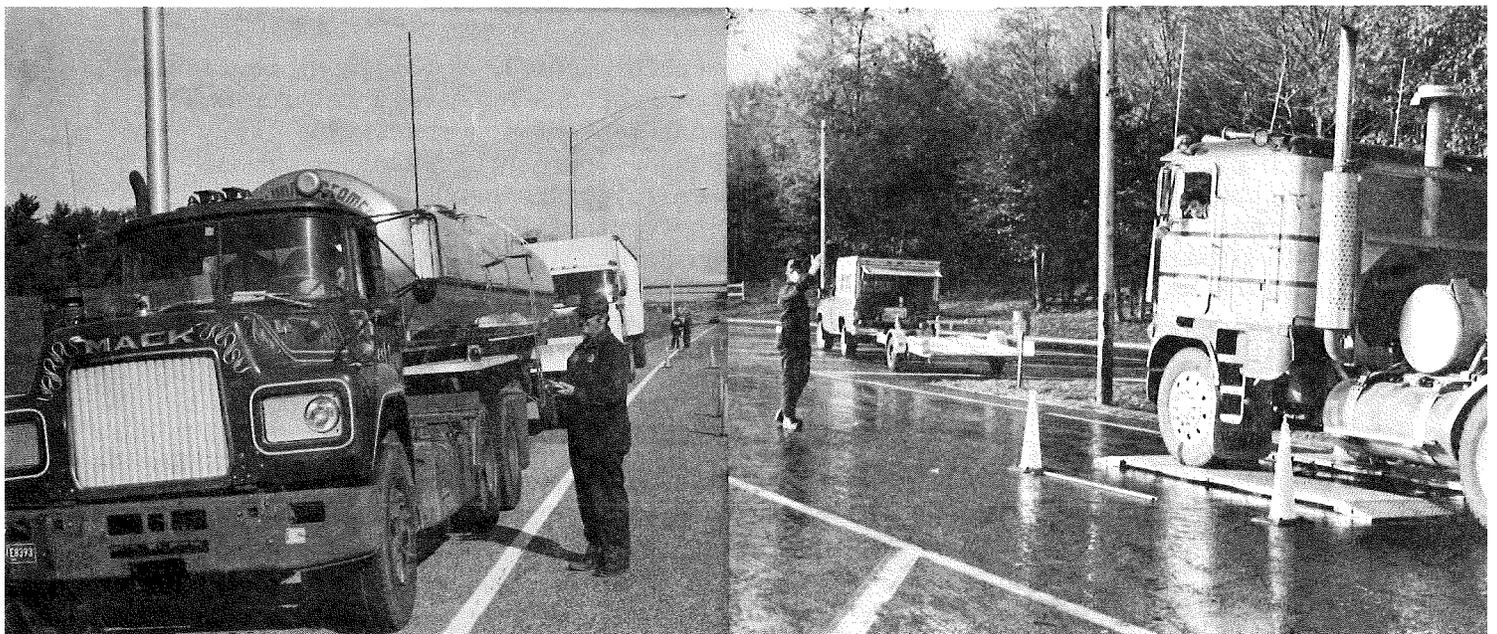
During the National Governor's Conference pilots were responsible for supervising all executive movements in and out of the Portland Jetport including handling all baggage, parking of official airplanes, and directing official drivers to their respective Governors. A State Police plane was also used for aerial security during large scale movements throughout the greater Portland area. The expertise of air wing personnel in the operations of air traffic control facilities and their knowledge of aviation in general facilitated the uneventful transfer of hundreds of pieces of luggage and the movements of many vehicles not to mention the handling of over \$50,000,000 worth of executive aircraft.

Traffic enforcement along with a host of other enforcement related activities also found their way into the pilots yearly activities resulting in 75 traffic patrol details flown and 94 other missions in areas such as aerial photography, assists to other agencies such as the F.B.I. and the Secret Service, attempts to locate lost, or wanted persons and property.

The year 1984 promises to be very challenging given the dramatic increase in illegal drug activity expected ranging from maritime, air and highway importation to the cultivation of high grade marijuana plants now becoming so popular in our Maine climate. Pilots hope to employ even more advanced state of the art techniques to assist them all with their enforcement endeavors throughout the upcoming year.

Commercial Vehicle Enforcement

During calendar year 1983, the Motor Carrier Section registered and issued operating permits to 4,216 for hire motor carriers, which included 3,810 carriers operating in Interstate Commerce and 406 in Intrastate Commerce. Vehicle Identification Decals were issued for 96,881 interstate trucks and 2,643 intrastate trucks being operated by motor carriers. Approximately 6,000 temporary telegraphic authorities were sent to motor carriers in order to expedite legal movement of their vehicles into or through the state. Revenue from Motor Carrier Operations was \$844,553.38.



The Truck Size and Weight Section has the responsibility of enforcing the size and weight laws as they apply to commercial vehicles. During 1983 this section weighed 75,491 and checked 109,998 trucks for compliance. The two new weigh stations in Kittery-York were open and are now in operation. In addition to the truck area in Kittery-York, there is an additional truck area that was opened in Topsfield in 1983. (During the next two years there will be four additional truck areas built throughout the State.)

Hazardous Materials

During the past year the Traffic Division has become actively involved in the Hazardous Materials Safety and Enforcement area. Our involvement has been centered around the highway transportation of hazardous materials.

One Traffic Division officer has received extensive training in this field over the past three years and as a result of this a six-hour Sensitivity Program in Hazardous Materials Safety and Enforcement has become a part of the curriculum at the Maine State Police School. A procedure was developed for the State Police to follow for incidents and a training and reference manual was also developed and distributed. The officer has served as a liaison for the State Police to the Legislature on hazardous materials matters working with the Transportation Committee, Energy and Natural Resources Committee, and the Maine Low Level Radioactive Waste Siting Commission. He is also serving as liaison between Industry and the Department of Environmental Protection Oil and Hazardous Materials Spill Division.

During the past year, 30 training sessions in hazardous materials safety and enforcement were conducted for the State Police and local police and fire departments throughout the State. Seventeen incidents were handled involving a variety of hazardous materials. Sixteen conferences were attended both in and out of state to keep abreast of changes and to maintain contact with industries and other related agencies. One hundred and twenty seven summonses were issued for hazardous materials violations.

In August of 1983, the State Police Commercial Vehicle Enforcement Section entered into a contract called "The State Hazardous Materials Enforcement Development Program" with the Federal Department of Transportation which provides monies and materials to enhance our enforcement programs. This contract will enable the State Police to obtain needed training and equipment. As a further result of the contract we are scheduling training with instructors from the Transportation Safety Institute coming to instruct in Maine on Hazardous Materials, Inspection and Enforcement, Cargo Tank Inspection, and training in Hazardous Materials Emergency Response at the Federal Fire Academy.

Motor Vehicle Inspection

The Motor Vehicle Inspection Unit consists of nine uniformed officers who are responsible for the administration and licensing of all inspection stations (1,896) and inspection mechanics (5,800) in the State. Their duties also include speaking assignments accident reconstruction, vehicle

autopsy, and training assignments. Updated and revised inspection manual inserts were provided to each station prior to January, 1984. As of January 1, 1984 the motor vehicle inspection was changed from semi-annual to annual inspection and the fee was raised from \$3.00 to \$5.00. Sticker costs were raised from \$.25 to \$.50 per sticker.

Voluntary inspection of trailers and semitrailers became effective in April 1983.

Sticker sales for 1983 are as follows:

School Bus	6,794
Motorcycles	32,440
Motor Vehicles	1,360,000
Trailers	1,930
Total:	<u>1,401,164</u>

Total dollar amount of all sticker sales: \$350,291.

Training

The Traffic Division has the responsibility of providing principal instructors and instruction at the Maine Criminal Justice Academy in the subject areas of Motor Vehicle Law, Traffic Law Enforcement, Traffic Direction and Control, Operating Under the Influence, Accident Investigation, Radar, Truck Size and Weight Enforcement, and Hazardous Materials. Over 600 hours of instruction were provided by this Division during 1983.

*Statistical
Digest*

1983

*Prepared by the Office
of
Traffic Safety
Maine State Police*

INTRODUCTION

The Data Processing and Management Information Unit, with cooperation from the Traffic Division, prepared this statistical section to assist the reader to know more about motor vehicle accidents in Maine and to better understand the enforcement function of the Maine State Police.

The first part of the statistical digest provides an analysis of the motor vehicle traffic accidents for all public street and highway systems within the State. The data has been compiled from reports submitted from municipal, county and state law enforcement agencies in their investigation of traffic accidents resulting in death, personal injury, or property damage of \$300 or more during 1983. Due to complexity of the accident report and the occasional omission of required information, it is not possible to guarantee 100 percent accuracy in all statistics.

The Maine State Police appreciates the effort made by each reporting law enforcement agency for making the accident information available for analysis. In addition, the Maine State Police expresses gratitude to the Department's Bureau of Safety for continued support and funding.

The second part of the statistical digest provides information on the enforcement activity of the Maine State Police based on computer printouts of information on file for the calendar year 1983.

When possible, the Maine State Police can provide statistical information concerning motor vehicle accidents. For further information, contact the Maine State Police Traffic Division, State House Station 20, Augusta, Maine, 04333, or telephone 289-3393.

IT'S A FACT

IN THE STATE OF MAINE DURING 1983.....

MOTOR VEHICLE ACCIDENTS OCCURRED WITH THE FOLLOWING AVERAGE FREQUENCY:

ONE FATAL ACCIDENT EVERY 39 HOURS.
ONE PERSONAL INJURY ACCIDENT EVERY 50 MINUTES.
ONE PROPERTY DAMAGE ACCIDENT EVERY 25 MINUTES.
ONE REPORTABLE TRAFFIC ACCIDENT EVERY 16 MINUTES.

THERE WERE MORE THAN 7 BILLION VEHICLE MILES TRAVELED WITHIN THE STATE OF MAINE.

THERE WERE 31,374 TRAFFIC ACCIDENTS IN MAINE INVOLVING MORE THAN 52,000 VEHICLES AND MORE THAN 79,000 PERSONS.

THERE WERE 224 PERSONS KILLED IN TRAFFIC ACCIDENTS - 127 WERE THE RESULTS OF DRINKING AND DRIVING.

THERE WERE 198 FATAL ACCIDENTS AND 10,446 INJURY ACCIDENTS.

31% OF THE FATAL ACCIDENTS OCCURRED BETWEEN 5 P.M. AND MIDNIGHT.

70% OF ALL FATALITIES WERE MALES.

43% OF ALL FATALITIES WERE BETWEEN THE AGES OF 15 AND 24.

86% OF ALL FATAL ACCIDENTS OCCURRED ON DRY SURFACES.

42% OF ALL FATAL ACCIDENTS OCCURRED IN RURAL AREAS.

22% OF ALL FATAL ACCIDENTS OCCURRED ON SATURDAY.

41% OF ALL FATAL ACCIDENTS OCCURRED BETWEEN MIDNIGHT FRIDAY AND 6 A.M. MONDAY.

71% OF ALL VEHICLES INVOLVED IN ACCIDENTS WERE PASSENGER CARS.

52% OF ALL VEHICLES INVOLVED IN FATAL ACCIDENTS WERE PASSENGER CARS.

OF THE 170 FATALITIES INVOLVING MOTOR VEHICLES EQUIPPED WITH RESTRAINING DEVICES, 160 VICTIMS WERE FOUND NOT TO BE USING THIS SAFETY EQUIPMENT.

OF THE 15,001 PERSONS INJURED IN MOTOR VEHICLE ACCIDENTS, 11,336 WERE NOT WEARING A RESTRAINING DEVICE.

THE VALUE TO VEHICLES DAMAGED IN TRAFFIC ACCIDENTS EXCEEDED 51 MILLION DOLLARS.

OF THE 532 PEDESTRIANS STRUCK BY MOTOR VEHICLES -- 23 WERE KILLED.

OF THE 1,231 MOTORCYCLE ACCIDENTS -- 26 PERSONS WERE KILLED.

68% OF ALL TRAFFIC ACCIDENTS OCCURRED IN RURAL AREAS.

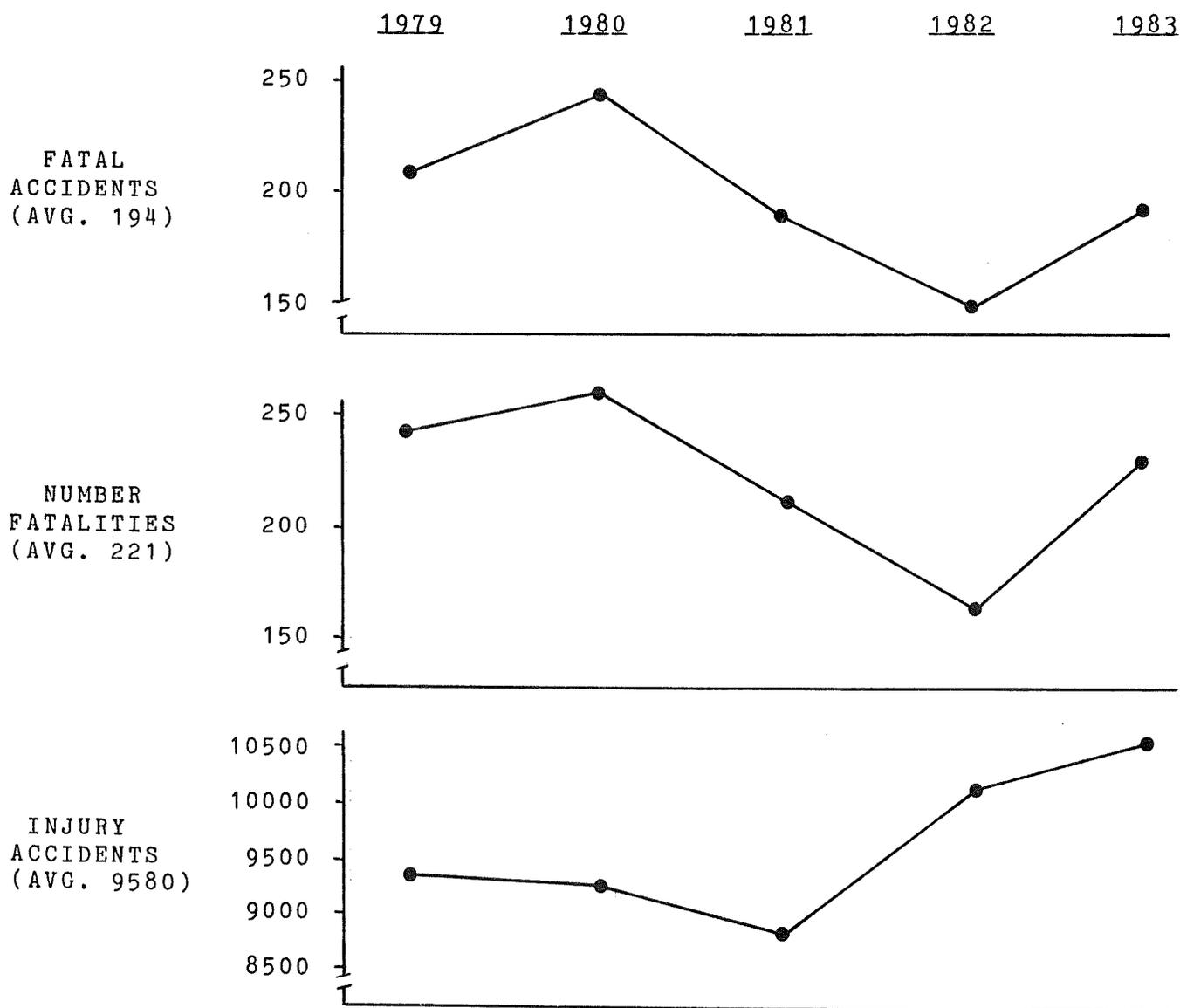
16 OUT OF EVERY 100 LICENSED TEENAGE DRIVERS WERE INVOLVED IN MOTOR VEHICLE ACCIDENTS.

ACCIDENT DATA

FIVE YEAR COMPARISON

	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>
FATAL ACCIDENTS	203	234	187	151	198
NUMBER FATALITIES	241	261	211	166	224
INJURY ACCIDENTS	9319	9267	8848	10023	10446

FIVE YEAR AVERAGE



COST OF TRAFFIC ACCIDENTS

YEAR	FATALITIES		INJURY ACCIDENTS		PROPERTY ACCIDENTS		TOTAL	
	NUMBER	EST. LOSS*	NUMBER	EST. LOSS*	NUMBER	EST. LOSS*	NUMBER	EST. LOSS*
1978	209	\$60,019,575	9,774	\$31,130,190	22,733	\$11,821,160	32,716	\$102,970,925
1979	204	\$58,583,700	9,319	\$29,681,015	20,055	\$10,428,600	29,578	\$ 98,693,315
1980	235	\$67,486,125	9,267	\$29,515,395	18,409	\$ 9,572,680	27,911	\$106,574,200
1981	186	\$53,414,550	8,848	\$28,180,880	17,664	\$ 9,185,280	26,698	\$ 90,780,710
1982	151	\$67,213,875	10,023	\$49,463,505	20,348	\$16,368,745	30,522	\$133,046,125
1983	198	\$88,134,750	10,446	\$51,551,010	20,730	\$16,675,834	31,374	\$156,361,594

(*Estimated figures supplied by National Highway Traffic Safety Administration.)

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ACCIDENTS REPORTED BY CONTRIBUTOR

5000 POPULATION OR MORE

	<u>TOTAL</u>	<u>FATAL</u>	<u>INJURY</u>	<u>PROP.</u>	<u>NO.</u>	<u>NO.</u>
	<u>ACCIDENTS</u>	<u>ACCIDENTS</u>	<u>ACCIDENTS</u>	<u>DAMAGE</u>	<u>KILLED</u>	<u>INJURED</u>
AUBURN	919	6	283	630	6	400
LEWISTON	1437	9	448	980	10	595
LISBON	157	1	47	109	1	69
CARIBOU	171	0	49	122	0	85
HOULTON	98	0	36	62	0	41
MADAWASKA	77	0	16	61	0	19
PRESQUE ISLE	293	0	52	241	0	71
LIMESTONE	39	0	10	29	0	10
BRUNSWICK	512	2	128	382	2	169
CAPE ELIZABETH	90	0	32	58	0	44
FALMOUTH	175	0	41	134	0	58
GORHAM	318	1	113	204	1	162
PORTLAND	2603	3	703	1897	3	956
SOUTH PORTLAND	624	1	161	462	1	222
SCARBOROUGH	413	3	154	256	3	244
WESTBROOK	406	0	157	249	0	233
CUMBERLAND	72	0	26	46	0	38
FREEPORT	173	1	49	123	1	63
YARMOUTH	122	0	32	90	0	42
WINDHAM	416	1	151	264	1	235
FARMINGTON	195	0	51	144	0	75
JAY	147	2	54	91	2	81
ELLSWORTH	276	1	91	184	1	140
AUGUSTA	759	4	204	551	4	293
GARDINER	108	0	38	70	0	49
WATERVILLE	550	0	146	404	0	218
OAKLAND	90	0	42	48	0	59
WINSLOW	178	2	64	112	2	85
WINTHROP	103	0	30	73	0	49
ROCKLAND	228	1	70	157	1	104

	<u>TOTAL</u> <u>ACCIDENTS</u>	<u>FATAL</u> <u>ACCIDENTS</u>	<u>INJURY</u> <u>ACCIDENTS</u>	<u>PROP.</u> <u>DAMAGE</u> <u>ACCIDENTS</u>	<u>NO.</u> <u>KILLED</u>	<u>NO.</u> <u>INJURED</u>
RUMFORD	227	0	55	172	0	78
BANGOR	1079	3	369	707	4	559
BREWER	310	1	103	206	1	142
LINCOLN	102	0	32	70	0	42
OLD TOWN	132	0	37	95	0	60
ORONO	144	0	55	89	0	76
HAMPDEN	104	0	37	67	0	45
MILLINOCKET	126	0	27	99	0	35
BATH	267	1	91	175	1	117
TOPSHAM	201	6	68	127	6	106
FAIRFIELD	157	1	60	96	1	85
SKOWHEGAN	189	1	69	119	1	100
BELFAST	148	1	42	105	1	61
BIDDEFORD	591	1	165	425	1	225
KITTERY	229	2	75	152	2	115
OLD ORCHARD BEACH	173	0	60	113	0	111
SACO	516	2	192	322	2	275
SANFORD	434	2	129	303	2	179
KENNEBUNK	198	1	78	119	1	101
WELLS	254	1	91	162	1	129
YORK	284	0	106	178	0	146
TOTAL	17614	61	5419	12134	63	7696
ALL OTHER MUN.	4067	16	1352	2699	23	1876
TOTAL MUNICIPAL	21681	77	6771	14833	86	9572
TOTAL SHERIFF'S DEPARTMENTS	3373	24	1319	2030	26	1975
TOTAL STATE POLICE	6320	97	2356	3867	112	3454
TOTAL STATE	31374	198	10446	20730	224	15001

MOTOR VEHICLE FATALITIES

ON MAJOR HOLIDAYS

<u>HOLIDAY</u>	<u>DATES</u>	<u>NUMBER HOURS</u>	<u>NUMBER ACCIDENTS</u>	<u>NUMBER KILLED</u>
NEW YEAR	DEC. 30, 1982 - JAN. 2, 1983	78	6	7
MEMORIAL DAY	MAY 27, 1983 - MAY 30, 1983	78	1	1
JULY 4TH	JULY 1, 1983 - JULY 4, 1983	78	1	1
LABOR DAY	SEPT. 2, 1983 - SEPT. 5, 1983	78	3	4
THANKSGIVING	NOV. 23, 1983 - NOV. 27, 1983	102	3	3
CHRISTMAS	DEC. 23, 1983 - DEC. 26, 1983	78	2	2

SUMMARY OF ACCIDENTS

BY TIME OF DAY

TIME OF DAY	SUNDAY		MONDAY		TUESDAY		WEDNESDAY		THURSDAY		FRIDAY		SATURDAY		TOTAL	
	ALL	FATAL	ALL	FATAL	ALL	FATAL	ALL	FATAL	ALL	FATAL	ALL	FATAL	ALL	FATAL	ALL	FATAL
0000-0059	196	6	82	1	69	1	71	3	91		102	2	264	2	875	15
0100-0159	236	9	60		55		69		106	1	110	1	357	6	993	17
0200-0259	128	1	38		20	1	38	1	47		62	1	187	2	520	6
0300-0359	71	1	27		24		15		30		40		116	2	323	3
0400-0459	50		20		17		28		31	1	32		80	2	258	3
0500-0559	38		58		36	1	40	1	39	1	36		78	2	325	5
0600-0659	41		151	1	93		133		141		99		79	2	737	3
0700-0759	49		289		232	3	251	1	260	1	227		91	1	1399	6
0800-0859	62		215		202		220		231		202	1	135	1	1267	2
0900-0959	106		206	1	150		165		199	2	196		196	2	1218	5
1000-1059	133		228		199		216	1	232	1	255	1	275	2	1538	5
1100-1159	172		267	1	223	2	226	1	287		283	2	341		1799	6
1200-1259	179		290	1	226	1	260	1	287	1	357		309		1908	4
1300-1359	203	2	252		227		234		265	2	340	2	298		1819	6
1400-1459	217	4	313	2	274	2	330		279		381	2	305		2099	10
1500-1559	255	2	366	2	305	4	359	1	386	1	439	2	302		2412	12
1600-1659	259	5	382	1	341		372	2	374	1	447	3	304	1	2479	13
1700-1759	207	1	343	1	247	1	291		328	3	371	8	297	2	2084	16
1800-1859	196	1	250		206	2	201	2	275	4	304	1	279	4	1711	14
1900-1959	192	1	194	1	134	1	184	2	186	1	243	2	210	1	1343	9
2000-2059	148	2	165		125	3	132		177	1	223	2	207	3	1177	11
2100-2159	125	2	144	1	127	1	146		154	2	220	1	204	3	1120	10
2200-2259	106		113	1	100		109	1	143	3	238	2	185	4	994	11
2300-2359	<u>110</u>	<u>1</u>	<u>97</u>	<u>1</u>	<u>79</u>	<u>—</u>	<u>87</u>	<u>—</u>	<u>127</u>	<u>—</u>	<u>261</u>	<u>3</u>	<u>215</u>	<u>1</u>	<u>976</u>	<u>6</u>
TOTAL	3479	38	4550	15	3711	23	4177	17	4675	26	5468	36	5314	43	31374	198

SD-9

AGE AND SEX OF ALL DRIVERS
INVOLVED IN ACCIDENTS

AGE	FATAL ACCIDENTS		PERSONAL INJ. ACCIDENTS		PROPERTY DAM. ACCIDENTS		TOTAL		NO. LICENSED DRIVERS		ACC. RATE PER 100 DRIVERS	
	MALE	FEMALE	MALE	FEMALE	MALE	FEMALE	MALE	FEMALE	MALE	FEMALE	MALE	FEMALE
00-14	3	0	179	65	52	20	234	85	0	0		
15-19	34	7	1918	879	3505	1510	5457	2396	26837	23375	20.3	10.3
20-24	58	13	2172	970	4049	1898	6279	2881	45238	46190	13.9	6.2
25-29	33	9	1445	706	3015	1489	4493	2204	47410	48580	9.5	4.5
30-34	16	5	1051	612	2323	1206	3390	1823	46838	46362	7.2	3.9
35-39	13	4	847	524	1910	990	2770	1518	42626	39564	6.5	3.8
40-44	13	2	568	379	1368	726	1949	1107	32434	29883	6.0	3.7
45-49	7	1	445	241	1033	531	1485	773	27235	24965	5.5	3.1
50-54	9	2	434	265	1007	516	1450	783	26288	24366	5.5	3.2
55-59	5	5	378	236	883	491	1266	732	26331	24893	4.8	2.9
60-64	5	3	330	174	815	414	1150	591	24080	22236	4.8	2.7
65-69	6	2	229	143	622	319	857	464	20361	18450	4.2	2.5
70&OVER	12	1	459	277	1157	670	1628	948	30222	25476	5.4	3.7
TOTAL	214	54	10455	5471	21739	10780	32408	16305	395900	374340	8.2	4.4

SD-10

AGE AND SEX OF FATALITIES

<u>AGE</u>	<u>VEHICULAR</u>		<u>PEDESTRIAN</u>		<u>BICYCLISTS</u>		<u>TOTAL</u>		<u>TOTAL</u>
	<u>MALE</u>	<u>FEMALE</u>	<u>MALE</u>	<u>FEMALE</u>	<u>MALE</u>	<u>FEMALE</u>	<u>MALE</u>	<u>FEMALE</u>	
0-4	0	0	1	1	0	0	1	1	2
5-9	2	0	1	1	2	0	5	1	6
10-14	2	1	0	0	0	0	2	1	3
15-19	29	6	3	1	1	0	33	7	40
20-24	38	15	3	0	0	0	41	15	56
25-29	20	8	1	0	0	0	21	8	29
30-34	12	5	1	0	0	0	13	5	18
35-39	10	2	0	0	0	0	10	2	12
40-44	5	1	0	1	0	0	5	2	7
45-49	3	2	0	0	0	0	3	2	5
50-54	3	1	0	0	0	0	3	1	4
55-59	3	5	1	0	0	0	4	5	9
60-64	0	2	0	0	0	0	0	2	2
65-69	4	5	0	1	0	0	4	6	10
70 & OVER	<u>9</u>	<u>5</u>	<u>3</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>12</u>	<u>9</u>	<u>21</u>
TOTAL	140	58	14	9	3	0	157	67	224

ROAD CHARACTERISTICS

FATAL ACCIDENTS

<u>MONTH</u>	<u>LEVEL STRAIGHT</u>	<u>LEVEL CURVED</u>	<u>ON GRADE STRAIGHT</u>	<u>ON GRADE CURVED</u>	<u>TOTAL</u>
JANUARY	7	3	2	2	14
FEBRUARY	7	2	0	1	10
MARCH	4	4	3	1	12
APRIL	7	5	1	0	13
MAY	9	7	0	0	16
JUNE	6	8	2	1	17
JULY	9	5	1	0	15
AUGUST	8	9	0	1	18
SEPTEMBER	12	3	3	1	19
OCTOBER	15	10	3	0	28
NOVEMBER	11	6	3	0	20
DECEMBER	<u>7</u>	<u>6</u>	<u>3</u>	<u>0</u>	<u>16</u>
TOTAL	102	68	21	7	198

ROAD CONDITIONS

FATAL ACCIDENTS

<u>MONTH</u>	<u>DRY</u>	<u>WET</u>	<u>SNOWY</u>	<u>ICY</u>	<u>TOTAL</u>
JANURAY	8	0	3	3	14
FEBRUARY	8	1	0	1	10
MARCH	7	1	2	2	12
APRIL	11	2	0	0	13
MAY	16	0	0	0	16
JUNE	17	0	0	0	17
JULY	15	0	0	0	15
AUGUST	17	1	0	0	18
SEPTEMBER	16	3	0	0	19
OCTOBER	28	0	0	0	28
NOVEMBER	15	2	0	3	20
DECEMBER	<u>12</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>16</u>
TOTAL	170	11	6	11	198

TYPE COLLISION

	<u>TOTAL</u> <u>ACCIDENTS</u>	<u>% OF</u> <u>TOTAL</u>	<u>FATAL</u> <u>ACCIDENTS</u>	<u>INJURY</u> <u>ACCIDENTS</u>
OBJECT IN ROAD	297	.9	1	91
REAREND/SIDESWIPE	8999	28.7	10	2136
FRONTEND/SIDESWIPE	7411	23.6	50	2247
INTERSECTION	2282	7.3	5	671
RAN OFF ROAD	5448	17.4	53	2427
ANIMAL	863	2.8	0	139
SLED/BICYCLE	285	.9	2	263
ROLLOVER	999	3.2	18	544
PEDESTRIAN	468	1.5	22	428
OTHER	<u>4322</u>	<u>13.7</u>	<u>37</u>	<u>1500</u>
TOTAL	31374	100.0%	198	10446

FIXED OBJECT STRUCK

	<u>FATAL</u> <u>ACCIDENT</u>	<u>INJURY</u> <u>ACCIDENT</u>	<u>NO INJURY</u> <u>ACCIDENT</u>	<u>TOTAL</u>
CONSTRUCTION EQUIPMENT	0	18	53	71
TRAFFIC SIGNAL	0	15	48	63
RR CROSSING DEVICE	0	5	23	28
LIGHT POLE	1	142	154	297
UTILITY POLE	18	795	904	1717
SIGN POST	1	61	176	238
MAIL BOX	1	80	201	282
OTHER POLE	0	64	160	224
HYDRANT/METER	1	19	75	95
TREE/SHRUB	38	1112	1215	2365
CRASH CUSHION	0	22	32	54
MEDIAN BARRIER	3	77	158	238
BRIDGE PIER	2	127	236	365
OTHER GUARDRAIL	4	205	465	674
FENCING	1	42	144	187
CULVERT	1	48	41	90
EMBANKMENT	15	557	594	1166
BUILDING/WALL	2	106	180	288
ROCK/LEDGE	3	193	258	454
OTHER	<u>5</u>	<u>204</u>	<u>517</u>	<u>726</u>
TOTAL	96	3892	5634	9622

MAINE STATE POLICE
 HAZARDOUS ARREST SUMMARY (MAJOR VIOLATIONS)
 1981-1982-1983

<u>VIOLATION</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>% CHANGE 1982-1983</u>
SPEEDING (TOTAL)	33,718	28,388	27,197	- 4.2
PACING	1,604	1,493	1,620	+ 8.5
AIRCRAFT	1,130	157	83	-47.1
RADAR	30,860	26,688	25,418	- 4.8
TIME/DISTANCE	124	50	76	+52.0
OPERATING UNDER INFLUENCE (INCLUDING DRUGS)	2,683	2,066	2,341	+13.3
NUMBER GUILTY	1,926	1,639	1,915	+16.8
PERCENT GUILTY	71.8%	79.3%	81.8%	
OPERATING TO ENDANGER	429	225	176	-21.8
UNSAFE VEHICLE	303	283	213	-24.7

MAINE STATE POLICE
 ENFORCEMENT ACTIVITY COMPARISON
 1981-1982-1983

<u>ACTIVITY</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>% CHANGE</u> <u>1982-1983</u>
TOTAL ARRESTS PROCESSED	65,280	56,083	53,328	- 4.1
NUMBER GUILTY	56,488	47,591	46,550	- 2.2
% GUILTY	86.5%	84.9%	87.3%	
MOTOR VEHICLES (HAZARDOUS VIOLATIONS)	40,758	34,035	32,424	- 4.7
MOTOR VEHICLES (NON-HAZARDOUS VIOLATIONS)	13,062	13,046	13,387	+ 2.6
TRUCK VIOLATIONS	4,115	3,492	3,582	+ 2.6
M.P.U.C./S.P. PERMIT	2,772	1,910	585	-69.4
CRIMINAL OFFENSES	4,573	3,600	3,350	- 6.1
TOTAL WARNINGS	85,093	83,395	94,882	+13.8
TOTAL DEFECTIVE EQUIPMENT	63,687	62,625	67,016	+ 7.0

MAINE STATE POLICE

FUNCTIONAL ACTIVITY COMPARISON

1981-1982-1983

<u>ACTIVITY</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>% CHANGE</u> <u>1982-1983</u>
PATROL CHECKS	12,814	19,845	18,979	- 4.4
PERMIT ISSUED	14,864	12,950	12,765	- 1.4
TRUCKS WEIGHED	70,648	64,694	72,521	+12.1
ACCIDENTS INVESTIGATED	5,734	6,292	6,400	+ 1.7
STOLEN PROPERTY RECOVERED	\$1,646,802	\$1,288,928	\$1,585,243	+23.0
COURT FINES	\$3,602,719	\$3,215,297	\$3,720,356	+15.7
TOTAL VEHICLE MILEAGE	9,604,259	10,687,403	12,137,810	+13.6

MAINE STATE POLICE

OPERATIONAL ACTIVITY COMPARISON

PATROL FUNCTIONS

1981-1982-1983

<u>ACTIVITY</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>% CHANGE</u> <u>1982-1983</u>
TOTAL PATROL HOURS	263,399	260,073	260,901	+ 0.3
ROUTINE PATROL HOURS	195,018	184,547	183,973	- 0.3
TRAFFIC INVESTIGATION HOURS	5,234	5,817	8,178	+40.6
ACCIDENT INVESTIGATION HOURS	12,833	13,296	14,284	+ 7.4
SPECIAL ENFORCEMENT HOURS	50,313	56,412	54,465	- 3.5

MAINE STATE POLICE
 OPERATIONAL ACTIVITY COMPARISON
 NON-PATROL FUNCTIONS

1981-1982-1983

<u>ACTIVITY</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>% CHANGE 1982-1983</u>
TOTAL NON-PATROL HOURS	429,171	453,966	457,004	+ 0.7
ADMINISTRATIVE HOURS	123,274	123,491	127,880	+ 3.6
COMMUNICATIONS DISPATCH HOURS	6,120	3,754	941	-74.9
COURT HOURS	29,731	22,188	25,050	+12.9
INVESTIGATION HOURS	77,474	72,968	86,840	+19.0
REPORT WRITING HOURS	32,237	37,118	40,952	+10.3
VEHICLE REPAIR HOURS	14,247	14,792	16,843	+13.9
AID TO OTHERS:				
NUMBER	3,955	3,148	2,850	- 9.5
HOURS	9,241	7,289	6,865	- 5.8
ESCORTS/RELAYS:				
NUMBER	2,172	1,630	1,334	-18.2
HOURS	4,393	3,270	2,928	-10.5
SCHOOL BUS INSPECTIONS:				
NUMBER	5,081	5,267	5,710	+ 8.4
HOURS	2,641	2,574	2,565	- 0.3

MAINE STATE POLICE
 OPERATIONAL ACTIVITY COMPARISON
 NON-PATROL FUNCTIONS (CONT'D)

1981-1982-1983

<u>ACTIVITY</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>% CHANGE</u> <u>1982-1983</u>
INSPECTION STATIONS VIOLATIONS:				
NUMBER	3,724	4,230	3,109	-26.5
HOURS	5,933	5,521	4,560	-17.4
SPEAKING ASSIGNMENTS:				
NUMBER	1,081	1,421	1,170	-17.7
HOURS	4,705	5,815	5,555	- 4.5
TRAINING ASSIGNMENTS:				
NUMBER	3,685	3,691	3,070	-17.8
HOURS	31,474	78,344	36,975	-52.8
PREMISE INSPECTIONS:				
NUMBER	6,558	6,982	10,606	+51.9
HOURS	2,615	2,394	2,932	+22.5
CRIME SCENE PROCESS:				
NUMBER	901	998	947	- 5.1
HOURS	2,147	1,955	2,093	+ 7.1
LAB EXAMINATIONS:				
NUMBER	582	435	584	+34.3
HOURS	2,825	1,851	2,785	+50.5
PHOTO ASSIGNMENTS:				
NUMBER	697	537	600	+11.7
HOURS	1,349	901	947	+ 5.1

MAINE STATE POLICE
 OPERATIONAL ACTIVITY COMPARISON
 NON-PATROL FUNCTIONS (CONT'D)

1981-1982-1983

<u>ACTIVITY</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>% CHANGE</u> <u>1982-1983</u>
POLYGRAPH EXAMINATIONS:				
NUMBER	437	392	400	+ 2.0
HOURS	2,183	1,764	1,930	+ 9.4
INTERVIEWS/INTERROGATIONS:				
NUMBER	6,593	6,459	7,674	+18.8
HOURS	9,279	8,880	10,574	+19.1
SECURITY DETAILS:				
NUMBER	903	1,040	1,408	+35.4
HOURS	8,665	10,221	17,279	+69.1
SPECIAL ACTIVITIES:				
NUMBER	6,711	6,367	6,940	+ 9.0
HOURS	27,483	24,159	33,452	+38.5
INCIDENT REPORTS:				
NUMBER	27,994	18,751	18,286	- 2.5
HOURS	24,179	19,888	21,182	+ 6.5

