

# Delaware State Police

## Administration and Organization

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The Delaware State Police were recognized by the National Safety Council for excellence in traffic safety when the state became the recipient of the "Flame of Life" award for the second time. In addition, the department was awarded a Certificate of Achievement for Police Traffic Supervision and first place in Pedestrian Safety by the American Automobile Association.

Patrol by marked vehicles in suburban communities was increased in an effort to stem the apparent increase in crimes against persons.

## Traffic Division:

The duty of the Delaware State Police, with regard to traffic, encompasses the major responsibility of keeping order on streets and highways in a manner to make their use safe, and to provide for the movement of traffic as expeditiously as possible. This responsibility is generally referred to as Police Traffic Supervision and includes the primary functions of Accident Investigation, Traffic Direction and Control, and Traffic Law Enforcement. Another but less obvious duty is to provide services to motorists.

## Accidents:

Fatalities on Delaware highways during 1966 represent a shocking and needless loss of life and property. One hundred thirty-two persons, most of them Delawareans, are no longer here to make their contribution to the Delaware scene. Perhaps a greater tragedy lies with those persons who were disabled or disfigured and who will never lead a normal life. Undoubtedly, the families of the victims and disabled will in the end suffer the greatest consequences.

Most of the violations resulting in fatal accidents were intentional ones, such as driving while under the influence of alcohol and exceeding the lawful speed, or as

frequently is the case, a combination of the two.

Responsible citizens are demanding more and more that traffic laws be strictly enforced, and there is increasing concern and alarm over the death and injuries resulting from the careless operation of motor vehicles. The enforcement program is constantly analyzed, changed, and up-dated as required; however, the basic principle of strict, fair, and impartial enforcement of traffic laws remains the basis upon which the programs are established.

The use of Selective Enforcement Teams equipped with radar, working in areas of high accident frequency, against drag racers, or to aid a community with a special problem, is continuing.

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

## Criminal Division:

At the close of the calendar year 1966, a total of 19,128 crimes were recorded in comparison with 18,852 in 1965, a 1.5% increase.

Of the 19,128 total crimes registered, 14,450 (or 75.5%) occurred in New Castle County.

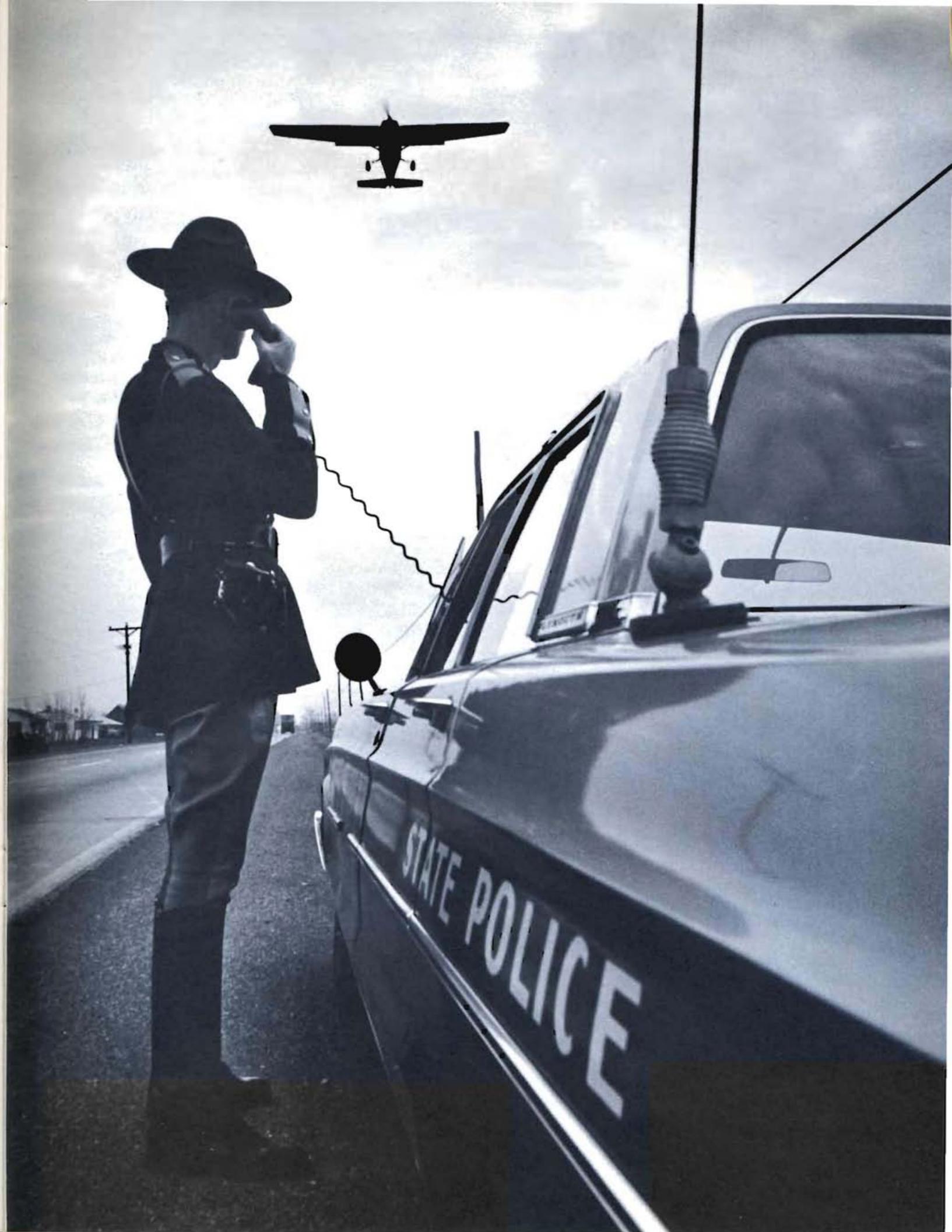
Burglaries rose in New Castle County from 1,299 in 1965 to 1,660 in 1966, a 27.8% increase.

A total of 426 burglaries were recorded in Kent and Sussex Counties, as compared to 351 in 1965, a 21.4% increase.

## Airplane Division:

The airplane was hangered at Baker Field, north of Middletown, for seven months and at Rehoboth Airport for five months. The airplane was moved due to the assigned pilot working at Troop 4, Georgetown. Hangar rental was \$30.00 per month at both airports and both have full maintenance capability and excellent runways, which are equipped with lights for night flying. Maintenance was performed at Baker and Rehoboth Airports and the airplane is in good condition. No additional equipment has been installed and no major repairs or replacements were necessary.

An official log is maintained in the airplane and the hours the airplane is in use are recorded from a tachometer. The instrument will indicate only a true sixty minute hour while the plane is operated at cruising revolutions of 2900 RPM. Most of



the department's flying is done at a lower cruise speed, and consequently, the hours flown are actually more than the number shown.

The airplane was used for traffic law enforcement in all troop areas except Troop 1, Penny Hill, and Troop 2A, Marshallton. It was not used there due to the density of the urban areas. In other areas of the state, 488 persons were arrested for exceeding the lawful speed limit. In addition, 12 persons were arrested for other violations, ranging from driving under the influence of liquor to driving without license, and a number of motorists were issued warnings.

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

The airplane is used by the Law Enforcement Intelligence Unit to aid in its work. The exact method used is confidential and not included in this report: however, the airplane has been extremely successful in this type of operation.

The State Highway Department used the airplane to take aerial photographs of proposed road sites and construction progress. Prior to using the department airplane for this purpose, the Highway Department utilized commercial services on a limited basis. Access to the State Police plane has proven very valuable to them.

The airplane was flown on criminal searches, some of which are as follows:

- 1: Search for vehicle in bank robbery (more than one)
- 2: Search for mentally ill woman lost in woods
- 3: Search woods and fields for wanted persons (more than once)
- 4: Search for vehicle in serious Hit and Run accident
- 5: Surveillance of vehicles traveling from place to place
- 6: Search for a missing airplane

The airplane was flown in search of drowning victims and was successful in locating one body. However, it was found that in other cases the bodies were not afloat or along the shoreline at the time of search.

The airplane was flown on such miscellaneous assignments as prisoner transport, FBI Laboratory, Washington, D.C. and to New York City in regard to criminal investigations and transporting Highway Department engineers for inspection of proposed road sites.

### *Hourly use of Airplane:*

109	Traffic Patrol
12	Criminal Search
15	Drownings
19	Photographs for Highway Department
21	Miscellaneous
176	TOTAL

### *Training Division:*

The State Police Recruit Training School, which began on January 3, 1966, was conducted at the Dover Air Force Base. The class consisted of 20 State Police Recruits, 2 Delaware Memorial Bridge officers and 1 City of Dover patrolman. The basic training course of nine weeks instruction was completed March 4, 1966.

After four weeks of field training at the troop level, the recruits returned to the



classroom on April 4, 1966. The Advanced Training course of seven weeks instruction was completed and graduation ceremonies were held on May 19, 1966 in the social hall of the Camden-Wyoming Fire Company. Dr. Charles Moyer, Seaford, was the principal speaker.

The addition of this class increased the

department's manpower strength to 246 officers.

Qualification tests for the position of Recruit Trooper were given on September 10, 1966 at the Dover Air Force Base High School. Of 46 applicants tested, 7 were considered suitable for appointment to the position. The State Highway Commission approved the Superintendent's recommendation and appointed the 7 successful applicants as Recruit Troopers, effective January 1, 1967. However, after notification, one applicant withdrew for personal reasons, leaving only 6 recruits to begin training.

Recognizing the manpower problem, a second series of qualifying tests were given at the Dover Air Force Base High School on November 26, 1966. Of 32 applicants who were tested, 16 were still being considered at the end of 1966. As the department had

Services serving in foreign countries were answered.

### *In-Service Training:*

The 1966 In-Service Training School was held in two one-week sessions at the Army Reserve Training Center, Dover, Delaware. In scheduling the thirty hour course, priority was given to operational topics, including departmental policies and procedures.

### *Special Training:*

Continuing the department's policy of providing members with specialized instructions, the following officers attended advanced training schools during 1966:

1: Detective Ralph Ruth, Jr. and Sergeant William M. Tiley—Seminar in Homicide



13 positions unfilled, it was decided to delay the beginning of the 1967 Recruit School until the selection process was completed.

During the year, the department received 69 applications for the position of Recruit Trooper. Seventy-four letters of inquiry, many from members of the Armed

Investigation, Harvard University Medical School.

2: Colonel Eugene B. Ellis and Staff Captain George J. Bundek—Customer Executive Program, IBM.

3: Lieutenant John W. Brickner, Jr.—Seminar on Professional Polygraph and seminar on Advanced Professional

Polygraph at the National Training Center of Lie Detection.

4: Captain Joseph B. Ferguson and Sergeant Frederick W. Hurlburt—12th Annual National Institute on Police and Community Relations, Michigan State University.

5: Lieutenant Martin W. Johnson, III—Course in Traffic Safety Management.

6: Lieutenant Albert J. Homiak and Charles G. Lamb—Course in Accident Investigation, University of Maryland, Traffic Institute.

In addition, Staff Captain Warren F. Schueler, Lieutenant Edward H. Horney and Lieutenant John F. VanSant, III completed University of Delaware extension courses during 1966.

### *Medical Program:*

Through the State Police medical program, conducted with the cooperation of the State Board of Health, 15 officers were referred to their personal physicians for correction of physical defects. Fifty-four officers were advised of defects which were not deemed serious enough by the examining physicians to require treatment by the officer's physician.

### *Firearms Division Training:*

All members participated in compulsory requalification by monthly firing over the practical pistol course and the indoor course on the Army "L" target.

Additional instruction and review was given in the proper care, handling and firing of the riot gun, sub-machine gun, gas gun and gas grenades.

The recruit class received instruction in firearms, the resuscitator and the proper use of gas masks as well as that of tear gas.

The annual inspection of all individual and organizational equipment and storage facilities was conducted in May. Defective equipment was repaired or replaced.

An inventory of equipment was conducted at this time. Individual weapons were dismantled, cleaned, oiled and overhauled. This preventive-type maintenance has value as a safety feature, and a cost reducing factor.

In February 1966 all indoor and outdoor ranges were repaired. Approximately 60,500 rounds of .38 calibre ammunition was reloaded during the year. For training purposes, 58,000 rounds of .38 calibre ammunition, 60,000 rounds of .22 calibre and 3,000 rounds of .45 calibre ammunition were expended.

## *Safety Education and Public Information:*

The Safety, Education, and Public Information Division revised and designed new pamphlets covering child molesters, bike safety, and recruiting during 1966. Continuing its regular program of informing the public of the objectives and policies of the Delaware State Police, members of the department appeared before various groups as follows:

<i>Presentations</i>	<i>Attendance</i>	<i>Type of Program</i>
286	9,295	Driver Education
183	26,506	Traffic Safety
33	6,424	Youth and Delinquency
38	5,995	Patrol Dog
36	3,208	Crime and Polygraph
54	8,697	Miscellaneous
630	60,125	TOTAL

### *Youth Division:*

Youth Division personnel, assigned to field operations, spent a total of 12,014 hours on duty, of which 1,429 hours were overtime. There were 626 public appearances by the 6 youth officers before Driver Education classes, other school classes, school assemblies, church, and civic groups.

A total of 2,350 juveniles, who were not arrested (excluding traffic reprimands) were brought to the attention of the Youth Division. Of these, 1,942 required additional investigation or other action by a youth officer. Of the above total, 185 had been drinking or were in the company of those drinking.

Patrol of Delaware's ocean beaches was conducted by Youth Division personnel during the summer weekends, with an expenditure of 875 man hours.

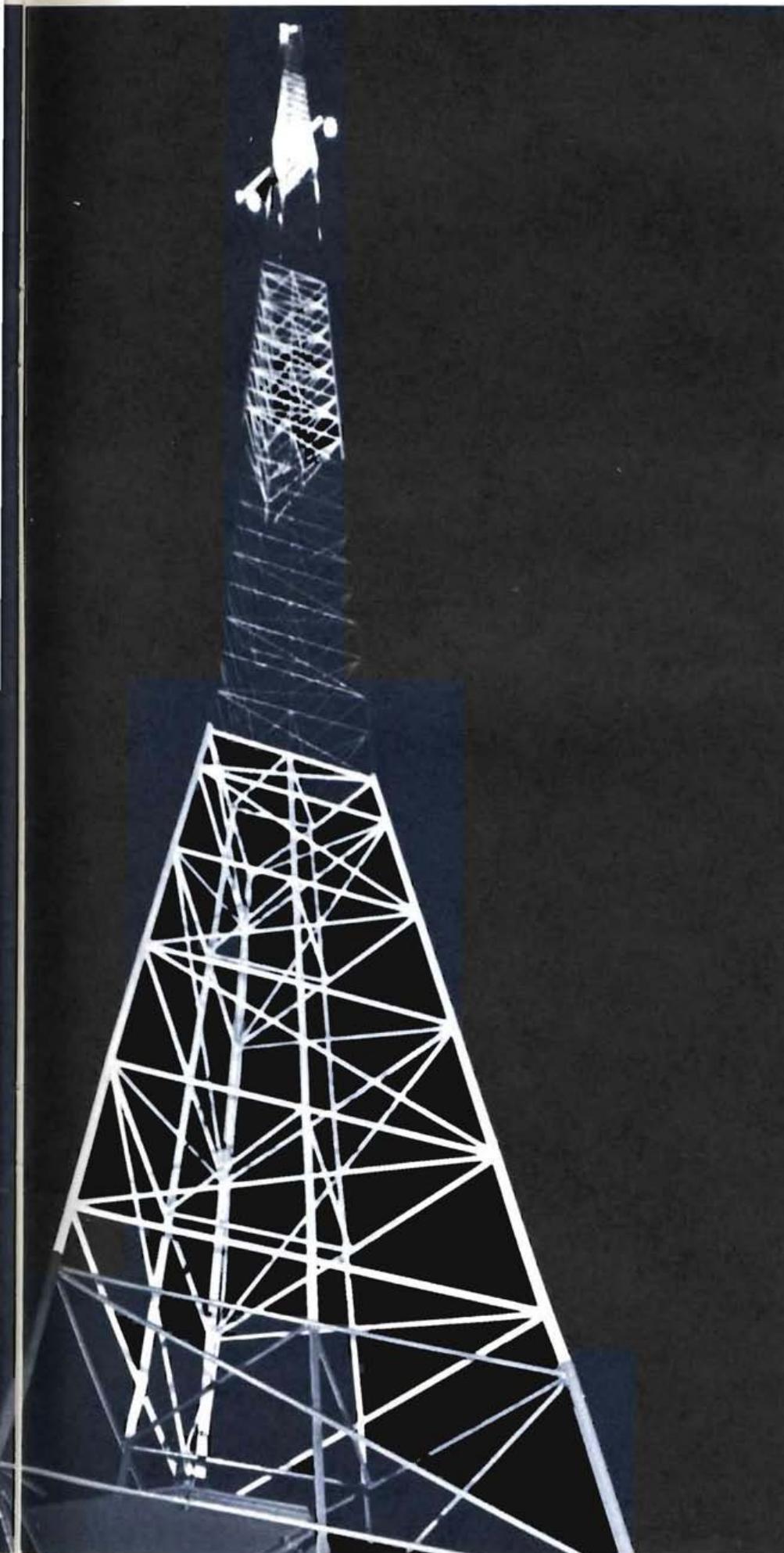
The "Letter to the Parent" program was increased with 1,810 letters being forwarded. There were 995 answers received, containing much favorable comment on the program. These letters were sent as a result of unlawful operation of a motor vehicle, being a passenger in the same, pedestrian or bicycle violations, and in situations detrimental to the best interests of the child's welfare.

One thousand six hundred sixty-eight juveniles were arrested for criminal offenses and 2,630 for traffic offences during 1966, a total of 4,298 juveniles arrested.

### *Communications Division:*

In 1966 several changes were made to the communications facilities of the State Police to help increase its efficiency and reliability.

The radio network was revised through the use of newly developed, transistorized



communications equipment. Two base stations were purchased and installed to afford back up capabilities for the troops at State Road and Georgetown. The Dover Troop was outfitted previously. Standby units are considered necessary because these three troops are responsible for the dissemination of Civil Defense information and the activation of the radio controlled sirens throughout the state in the event of a national or natural emergency.

Mobile radios were replaced by transistorized equipment resulting in better performance, less battery drain and maintenance. A program is being developed for the replacement of all the present radios with the latest design units.

The teletype communications capability has also been increased. This Department now has access to police information from every state in the continental United States. This was made possible by the implementation of the National Law Enforcement Teletype System (LETS) on May 2, 1966.

The Communications Officer is the National Coordinator of LETS and handled all the necessary coordination and administrative functions to formulate and implement this first national police network. It has been said, the formation of LETS is the largest single step forward made by the law enforcement profession; and the Delaware State Police is proud to have been actively engaged in its implementation.

Due to these activities, the Delaware State Police was selected to send the message which formally inaugurated the network. The Honorable Charles L. Terry, Jr., Governor of Delaware, was invited to transmit this communication. Governor Terry appeared at Headquarters and his welcoming comment on the importance of the new system was the first official message transmitted on the nationwide police communications system.

In addition to this position in LETS, our Communications Officer is Chairman of the Teletype Committee of the Associated Police Communications Officers and is a member of the Communications Committee of the International Association of Chiefs of Police.

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### **The Motor Vehicle Department:**

The Motor Vehicle Department's grand total of business transactions increased 8% over the previous fiscal year. This reflects an alarming rate of growth over the previous fiscal year when the total increase was only 3.5%.

#### **Data Processing:**

Our Department will be entirely operational on the System 360 computer sometime early in 1969. This immediate access retrieval will enable us to eliminate the massive card storage problem which we now encounter.

Also, our Department will be able to meet the request demands much faster from all law enforcement agencies, as well as other commercial requests for various lists, which provide revenue for our State.

We consider our computer system within the State Highway Department as the stepping stone to a much larger central data processing center serving most of the needs of the various agencies within the State of Delaware.

#### **Federal Safety Program:**

Our Department has requested, and has been granted, matching Federal Funds with which to implement those Federal Highway Safety Standards which we are not

presently one hundred percent in line with. One of these standards is the Driver Re-examination Program, which states that every licensed driver must be re-examined at least once every four years.

We have appointed a supervisor of this Federal Program, whose job it will be to set up the procedures for putting our Department one hundred percent in line with all the standards as set forth by the United States Government.

#### **Capitol Improvement:**

We are all anxiously awaiting the completion of our new Administration Building which will enable our employees to each have sufficient work area. This will be a big boost to the morale of each employee within the Motor Vehicle Department.

We are also anticipating constructing a new vehicle Inspection Lane and Driving Course close to the new Administration Building. At the Inspection Station, we propose two lanes, both of which will have a drive-in cashier window. This will enable a driver to renew his registration without parking his vehicle, provided there are no changes to be made on the registration of the vehicle. A new modern driving course with various examiner-operated controls will prevent Off-The-Premises driving tests. This new inspection facility will have ample parking and be removed from the congested area where it is presently located. Also, a new inspection facility is being planned for Sussex County. This will be located out of town and will also have a new driving course on the premises.

An addition to the present New Castle Inspection facility at Bear is being planned, which will enable us to handle the ever-tremendous increase in population in New Castle County.

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## Advice to the Public

*Where to Go and Whom to See concerning Highway Department Business*

### Acceptance of Streets

*Whom to See:* Subdivision Planning Coordinator  
*Where to Go:* Bureau of Highway Planning, 152 South State St., Dover, or phone 734-5711, Ext. 346

### Bid Proposals

*Whom to See:* Office Engineer  
*Where to Go:* Administration Bldg., 3rd Floor, Dover, or phone 734-5711, Ext. 310

### Entrance Permits

*Whom to See:* Division Engineer  
*Where to Go:* New Castle County Division Office, Bear, or phone OL 8-9251, Ext. 300  
Kent County Division Office, Dover, or phone 734-5711, Ext. 333  
Sussex County Division Office, Georgetown, or phone 856-2571, Ext. 200

### Hauling Permits

*Whom to See:* Division Permit Clerk  
*Where to Go:* New Castle County Division Office, Bear, or phone OL 8-9251, Ext. 316  
Kent County Division Office, Dover, or phone 734-5735  
Sussex County Division Office, Georgetown, or phone 856-2571, Ext. 239

### Highway Construction

*Whom to See:* Division Engineer  
*Where to Go:* New Castle County Division Office, Bear, or phone OL 8-9251, Ext. 300  
Kent County Division Office, Dover, or phone 734-5711, Ext. 333  
Sussex County Division Office, Georgetown, or phone 856-2571, Ext. 200

### Highway Drainage

*Whom to See:* Division Engineer  
*Where to Go:* New Castle County Division Office, Bear, or phone OL 8-9251, Ext. 300  
Kent County Division Office, Dover, or phone 734-5711, Ext. 333  
Sussex County Division Office, Georgetown, or phone 856-2571, Ext. 200

### Highway Maintenance

*Whom to See:* Division Engineer  
*Where to Go:* New Castle County Division Office, Bear, or phone OL 8-9251, Ext. 300  
Kent County Division Office, Dover, or phone 734-5711, Ext. 333  
Sussex County Division Office, Georgetown, or phone 856-2571, Ext. 200

### Highway Planning

*Whom to See:* Ass't. Chief Engineer—Planning  
*Where to Go:* Bureau of Highway Planning, 152 South State St., Dover, or phone 734-5711, Ext. 598

### Highway Right of Way

*Whom to See:* Division Right of Way Agent  
*Where to Go:* New Castle County Division Office, Bear, or phone OL 8-9251, Ext. 341

Freeways Right of Way Division Office, Wilmington, or phone OL 8-9251, Ext. 335  
Arden Building, 2nd Floor, Dover, or phone 734-5711, Ext. 314  
Sussex County Division Office, Georgetown, or phone 856-2571, Ext. 218

### Motor Fuel Tax

*Whom to See:* Motor Fuel Tax Clerk  
*Where to Go:* Arden Building, 1st Floor, Dover, or phone 734-5711, Ext. 350

### Motor Vehicle Titling and Licensing

*Whom to See:* Motor Vehicle Clerk  
*Where to Go:* Administration Building, Main Floor, Dover, or phone 734-5711, Ext. 382, 383

### Outdoor Advertising

*Whom to See:* Outdoor Advertising Agent  
*Where to Go:* Administration Building, 3rd Floor, Dover, or phone 734-5711, Ext. 318

### Personnel

*Whom to See:* Personnel Officer  
*Where to Go:* Administration Building, 2nd Floor, Dover, or phone 734-5711, Ext. 305

### Prequalification of Contractors

*Whom to See:* Materials & Research Engineer  
*Where to Go:* Materials & Research Building, Dover, or phone 734-5711, Ext. 352

### Purchasing

*Whom to See:* Purchasing Agent  
*Where to Go:* Administration Building, 2nd Floor, Dover, or phone 734-5711, Ext. 329

### Road Closures

*Whom to See:* Chief Right of Way Agent  
*Where to Go:* Arden Building, 2nd Floor, Dover, or phone 734-5711, Ext. 314

### State Highway Maps

*Whom to See:* Planning Support Coordinator  
*Where to Go:* Bureau of Highway Planning, 152 South State St., Dover, or phone 734-5711, Ext. 347

### Traffic Signal Malfunctioning

*Whom to See:* Division Engineer or State Police  
*Where to Go:* New Castle County Division Office, Bear, or phone OL 8-9251, Ext. 300  
Kent County Division Office, Dover, or phone 734-5711, Ext. 333  
Sussex County Division Office, Georgetown, or phone 856-2571, Ext. 200

### Traffic Signs or Traffic

*Whom to See:* Chief, Traffic Section  
*Where to Go:* Arden Building, 3rd Floor, Dover, or phone 734-5711, Ext. 341

### Traffic Data

*Whom to See:* Planning Survey Engineer  
*Where to Go:* Bureau of Highway Planning, 152 South State St., Dover, or phone 734-5711, Ext. 346

### Utility Franchises

*Whom to See:* Utilities Engineer  
*Where to Go:* Arden Building, 1st Floor, Dover, or phone 734-5711, Ext. 361

**Maps available for distribution:**

**STATE MAPS: Maps Showing the Complete State**

	Size	Scale	Printing Date	Price Each
1. State Highway Map .....	30" x 55"	1" = 2 Miles	1965	\$1.00
2. Delaware Official Road Map .....	18" x 30"	1" = 3½ Miles	1968	FREE
3. Highway Condition Bulletin .....	14" x 20"	1" = 4½ Miles	1968	FREE

**COUNTY MAPS: Separate Maps of Each County**

**(A): County General Highway Maps**

	Size	Scale	Road Inventory Date	Price Each
1. New Castle County* .....	36" x 53"	1" = 1 Mile	1964	\$1.50
2. New Castle County .....	18" x 27"	1" = 2 Miles	1964	.75
3. Kent County .....	36" x 53"	1" = 1 Mile	1963	1.50
4. Kent County .....	18" x 27"	1" = 2 Miles	1963	.75
5. Sussex County .....	36" x 60"	1" = 1 Mile	1964	1.50
6. Sussex County .....	18" x 30"	1" = 2 Miles	1964	.75

\*Roads revised to 1967

**(B): Supplement Sheets**

*Enlarged Areas of County General Highway Maps*

	Size	Scale	Road Inventory Date	Price Each
1. Sheet "A", New Castle County .....	36" x 53"	2" = 1 Mile	1964	\$1.50
2. Sheet "A", Kent County .....	32" x 36"	2" = 1 Mile	1963	1.00

**INCORPORATED TOWN MAPS: Maps of Incorporated Cities and Towns of Delaware**

	Date	Size	Scale
Arden .....	1967	14½" x 23½"	1" = 400'
Bellefonte .....	1968	14½" x 23½"	1" = 400'
Bethany Beach—Ocean View* .....	1967	14½" x 23½"	1" = 1000'
Bethel .....	1959	20 " x 27 "	1" = 400'
Bowers .....	1959	20 " x 27 "	1" = 300'
Bridgeville .....	1959	20 " x 27 "	1" = 300'
Cheswold .....	1959	20 " x 27 "	1" = 300'
Delaware City .....	1967	14½" x 23½"	1" = 800'
Delmar .....	1959	20 " x 27 "	1" = 300'
Dover—Camden & Wyoming* .....	1967	32½" x 39¼"	1" = 1000'
Ellendale .....	1959	20 " x 27 "	1" = 300'
Farmington .....	1959	20 " x 27 "	1" = 300'
Felton .....	1959	20 " x 27 "	1" = 300'
Fenwick Island .....	1967	14½" x 23½"	1" = 800'
Frankford—Dagsboro* .....	1968	14½" x 23½"	1" = 1000'
Frederica .....	1959	20 " x 27 "	1" = 300'
Georgetown .....	1968	14½" x 23½"	1" = 800'
Greenwood .....	1959	20 " x 27 "	1" = 300'
Harrington .....	1967	14½" x 23½"	1" = 800'
Hartly .....	1968	14½" x 23½"	1" = 400'
Houston .....	1959	20 " x 27 "	1" = 300'

**INCORPORATED TOWN MAPS (Con't.)**

	<i>Date</i>	<i>Size</i>	<i>Scale</i>
Kenton .....	1959	20 " x 27 "	1" = 300'
Laurel .....	1967	14½" x 23½"	1" = 800'
Leipsic .....	1968	14½" x 23½"	1" = 400'
Lewes .....	1967	14½" x 23½"	1" = 1000'
Little Creek .....	1968	14½" x 23½"	1" = 400'
Magnolia .....	1959	20 " x 27 "	1" = 300'
Middletown .....	1968	14½" x 23½"	1" = 800'
Milford .....	1967	32½" x 39¼"	1" = 1000'
Millsboro .....	1968	14½" x 23½"	1" = 800'
Millville .....	1959	20 " x 27 "	1" = 400'
Milton .....	1968	14½" x 23½"	1" = 800'
New Castle .....	1968	14½" x 23½"	1" = 1000'
Newark .....	1967	32½" x 39¼"	1" = 1000'
Odessa .....	1959	20 " x 27 "	1" = 300'
Rehoboth Beach .....	1967	14½" x 23½"	1" = 1000'
Seaford—Blades* .....	1967	32½" x 39¼"	1" = 1000'
Selbyville .....	1959	20 " x 27 "	1" = 300'
Smyrna—Clayton* .....	1967	14½" x 23½"	1" = 1000'
Slaughter Beach .....	1959	20 " x 27 "	1" = 600'
Townsend .....	1968	14½" x 23½"	1" = 400'
Viola .....	1959	20 " x 27 "	1" = 300'
Woodside .....	1959	20 " x 27 "	1" = 300'
Wilmington—Elsmere & Newport* .....	1967	32½" x 39¼"	1" = 1000'

\*Included on same sheet

Map sizes listed above are 35¢ each

Most 1959 Maps are also available at 10" x 13" size—Price 25¢ each

*Map Descriptions and Directions for Ordering*

**STATE MAPS**

1. *State Highway Map*—Complete State Map imprinted in black on white with water detail in blue. Shows U.S. Routes, State Routes and other roads under the jurisdiction of the Delaware State Highway Department. Shows road surface types, cities, towns, villages and other details.

2. *Delaware Official Road Map*—Official Tourist Map. Printed in full color and illustrates interesting features of the State with photographs and descriptive notes. Shows State Roads, U.S. Routes and other details.

3. *Highway Condition Bulletin*—A map showing major construction projects and detours in effect during the construction period. Published monthly except December, January, February and March.

**COUNTY MAPS**

(a) *County General Highway Maps*—Six color maps of the three separate counties showing all public roads, road surface types, U.S. and State Routes, State reference road numbers, roadside buildings and other details. (Buildings not shown in congested areas.)

(b) *Supplement Sheets*—Enlarged areas in Kent and New Castle Counties. The New Castle County Sheet extends from south of U.S. Route 40 into Pennsylvania. The Kent County Sheet extends approximately five miles in each direction from Dover. Maps include street detail.

**INCORPORATED TOWN MAPS**

*Incorporated Town Maps*—Maps of the 52 Incorporated Cities and Towns of Delaware. Shows street detail, U.S. and State Routes, population and main business sections.

**HOW TO REMIT**

The rules of this Office require the remittances be made in advance of shipment of maps by check or money order payable to the Delaware State Highway Department. Currency may be sent at sender's risk. Please do not send stamps. Postage charges are included in the listed price unless special handling is requested.

A 25% discount is granted to U.S. Government, State, County, and Municipal agencies.