

or suspected offender wanted for a crime committed outside of the limits of the municipality, or when interviewing or seeking to interview a witness or supposed witness to such a crime; or (3) when requested to act by the chief executive officer of the municipality in question or its chief police officer; or (4) when ordered by the Governor, to act within the municipality in question; or (5) when enforcing the motor vehicle laws of this State (Code 1957, 1964 Repl. Vol., Art. 88B, secs. 3, 4, 20, 23).

Through its Investigation Division the Department maintains fingerprint and photograph files; it cooperates with the FBI and other law enforcement agencies in the exchange of information regarding crime and criminals (Code 1957, 1964 Repl. Vol., Art. 88B, sec. 19); it is charged with the licensing of private detectives (Code 1957, 1964 Repl. Vol., Art. 56, secs. 75-92) and the registration of firearms (Code 1957, 1967 Repl. Vol., Art. 27, secs. 441-448).

In June 1962 the organization of the State Police was expanded to include an Intelligence Unit, the primary purpose of which is to collect, evaluate, file for ready reference, and disseminate intelligence on organized crime (Code 1957, 1964 Repl. Vol., Art. 88B, sec. 19).

In 1966, the General Assembly created a State Central Crime Records Bureau which is a repository of criminal data resulting from the submission of fingerprints and related information by law enforcement agencies and penal institutions throughout the State. For the purpose of uniform crime reporting, the Bureau also maintains statistical data on crime within the State (Code 1957, 1964 Repl. Vol., 1966 Supp., Art. 88B, sec. 19A).

The Central Accident Records Bureau, established in 1953, receives motor vehicle accident reports from all police agencies. It tabulates and analyzes such reports and publishes monthly summaries in cooperation with the Maryland Traffic Safety Commission (Code 1957, 1964 Repl. Vol., Art. 88B, secs. 42-48).

The Department, through safety talks and the display of moving pictures by its members, promotes highway safety. The Department maintains radio and teletype communication between its own installations and those of other law enforcement agencies within the State; it participates in a national teletype network; and it maintains a Police Academy for the training of its own personnel and these training facilities are available to other law enforcement agencies in the State.

In 1963, the Maryland State Police took over the police functions in connection with the operation of the John F. Kennedy Memorial Highway, the first toll road in Maryland.

Legislation in 1965 gave the State Police responsibility for licensing qualified garages and other facilities to make inspections and corrections of equipment and mechanisms and to certify that used motor vehicles, for which titles are sought, meet the equipment standards promulgated by the Department of Motor Vehicles (Code 1957, 1967 Repl. Vol., Art. 66½, secs. 429-36).

On January 1, 1967, the State Police assumed responsibility for the enforcement of the truck weight laws of the State (Code 1957, 1964 Repl. Vol., 1967 Supp., Art. 88B, sec. 21A).

The Department carries on its field operations through barracks, posts, and detachments, located throughout the State as follows:

*Troop "A"—Central*

Waterloo Barrack  
 Rockville  
 College Park  
 Ellicott City  
 Westminster Barrack

*Troop "B"—Western*

Frederick Barrack  
 Hagerstown  
 Cumberland Barrack  
 Oakland