

A STUDY OF INMATES COURT TRANSPORTATION  
FROM WALPOLE, NORFOLK AND CONCORD

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The Central Office research staff of the Department of Correction with the help of personnel from the Institutions has undertaken a study of inmate transportation to Court from Walpole, Norfolk, and Concord. The basic objectives were to compile information on the number of inmates who go out to Court in the course of a year, the amount of time spent in transporting inmates to and from Court and the manpower commitment necessary to perform these transportation duties. The data presented here are broken down by Institution for discussion and then combined at the end of the report to give an overall picture of the Department's commitment to Court transportation.

#### Walpole

In the year from November 1, 1967 through October 31, 1968, a total of 299 inmates from Walpole were transported to Court either by transportation officers from the Central Office or by personnel from the Institution working as transportation officers. The average number of times that these inmates went out to Court during the year was 2.4. Nearly half of the men (49.2%) went to Court once during this period, 17.4% of the total went to Court twice and the remaining 33.4% went three times or more with the highest number of trips for any one inmate being 12.

The transportation of inmates involves a good deal of time and a large number of Department personnel. If each time an inmate went to Court is counted as a "trip", the data indicates that 730 such trips were made from Walpole during the year. This number is somewhat deceiving in that whenever it is possible two or more inmates going to the same or nearby Courts on the same day are taken together. However, it is not often possible to combine such trips. Generally, a single inmate being transported to Court is accompanied by two transportation officers who pick him up at the Institution, stay with him during the day and return him to the Institution after the Court session. There are relatively minor savings in the number of transportation officers needed if a

number of inmates go to the same Court on the same day. Two officers can normally escort one or two inmates safely, but with each additional inmate taken, it is necessary to increase the number of officers accompanying the group.

A sample of five months from January 1st through May 31st was taken from the year period mentioned above. During this time 2311 man hours were devoted to transportation of inmates to Court by officers from the Central Office. The average time for any one trip was 5.8 hours and from this information, it can be calculated that each of the eight transportation officers made an average of 50 trips to and from Court during this five month period.

Court activity in the state is heavy for about 11 months of the year. If the data on these five months are projected to an approximate figure for 11 months, the Central Office personnel devote approximately 5100 hours to transportation of Walpole inmates to Court during this time. If it is assumed that the work load is divided evenly among the eight transportation officers, each would make an average of 110 trips during the 11 month period. As has been pointed out, most of these trips are in company with at least one other officer so the actual number of trips back and forth is somewhat lower than this figure. Nevertheless, the manpower commitment to transportation is considerable.

It was possible to gather complete data on time devoted to Court transportation by institutional personnel at Walpole. The combined total for correction officers and social workers for the year was 826 hours. Correction officers contributed 745 hours to this total and social workers spent the remaining 81 hours in transportation. The average time spent in any one trip was 5.2 hours. The average weekly commitment to transportation was 17.2 hours. In terms of manpower, the total of 826 hours would be equivalent to one man working 22 work weeks out of the year on transportation.

It is important to note that the average time spent in transportation by Central Office and institutional personnel (5.8 and 5.2 hours respectively) represents only the time from when the inmate is signed out to the time he is signed in at Outer Control. This does not include time spent in a search of the inmate before leaving the Institution and time spent in escorting him to his Block after return. In the case where the inmate comes from the maximum security section, this procedure can take up to an hour. The total time spent in taking an inmate to and from Court could perhaps be more realistically estimated as being between seven and eight hours when all aspects of the job are considered.

#### Norfolk

Court transportation at Norfolk involved 140 inmates during the year from November 1, 1967 through October 31, 1968. The average number of times these inmates went to Court was 2.2. If each time an inmate went to Court is counted as a "trip", then 305 such trips were made in the course of the year. A breakdown of the number of trips revealed that 56% of these inmates went to Court only once during this period, 19% went two times and 24% went three times or more with the highest number of trips being 36.

The Central Office transportation officers do only a minimum of transportation at Norfolk as that Institution has a number of its own officers assigned to transportation. During the year under consideration, Central Office personnel spent 207 hours transporting Norfolk inmates. The average time spent in these trips was 7.9 hours. This time represents the equivalent of 5.5 work weeks for one man during the year.

Institutional personnel spent 2700 hours in transportation during the year. This figure represents 93% of all Court transportation from Norfolk. The average time spent in these trips was 5.7 hours. This time is the equivalent of one man working for 72 work weeks on transportation. If this time is spread over the 48 weeks of Court activity during the year, the average weekly time commitment to transportation is 56.2 hours. As was pointed out in consideration of the Walpole data, this time represents only the actual time the inmate was absent from the Institution and not procedures involved in preparing him to leave or in returning him.

#### Concord

The data from Concord indicated that 143 inmates went out to Court during the year in question. The average number of trips to Court for these inmates was 1.9. A breakdown of these data revealed that 53.1% went to Court once, 20.3% went to Court twice and 26.6% went to Court three times or more with the greatest number of trips for any one inmate being 7.

The data available indicated that correction officers performed all the transportation from Concord although it is acknowledged that the Central Office personnel assist when the transportation load is extremely heavy. During the period under consideration, a total of 2366 hours were spent in transportation of inmates to Court by the correction officers. The average time spent in these trips was 5.2 hours and the average weekly time commitment to Court transportation by these men was 49.2 hours. The total time is equivalent to one man working for 63 work weeks. If each time an inmate went out to Court is counted as a trip, then the total number of trips for the year was 278. It must be remembered that this figure is subject to the limitations discussed in the Walpole data.

Summary

The data on transportation performed by Central Office transportation officers at the two Institutions where it was collected indicates that during the course of the year under consideration these men devoted 5307 hours to inmate Court transportation. The overall average of time spent in any one trip was 5.9 hours and the total time is equivalent to three men working full time for nearly the entire year.

These data are a gross underestimate of the actual time Central Office personnel spend in transportation for a number of reasons: it represents only the time from check out at Outer Control to the time the inmate is signed in at the Institution, no provision is made for transportation done from Concord or the Forestry Camps, no provision is made for transportation of new commitments and parole violators from Courts and Jails to the Institutions and it doesn't include travel time for the Central Office to the Institutions or the return trip. In addition, unlike the Institution transportation officers, the Central Office personnel often leave an inmate in the custody of a Court Officer and perform other transportation duties while the inmate is in Court. It is apparent that the actual time spent in transportation by this staff is far greater than the above figures indicate.

Institutional personnel spent a total of 5892 hours in inmate Court transportation from the three Institutions during the year. This total is equivalent to three men working full time for the entire year. The average time spent in any one trip was 5.4 hours. Again, this is an underestimate of the actual time this process involves because, as is mentioned above, it is calculated only from sign out at Outer Control to sign in. It is relevant to point out that this transportation has a disruptive effect on the Institution because the personnel who perform the transportation duties have to be taken away from other

assignments within the Institution. Even in the case where officers are specifically assigned to transportation, they generally have other duties as well because of the sporadic nature of transportation demands.

The combined data from the three Institutions indicates that during the year a total of 582 inmates went out to Court and it is calculated that the actual number of trips necessary to transport these men was close to 1000. The minimum time that transportation personnel spent in transporting inmates is in excess of 11,200 hours. The impact of Court transportation as indicated by these data is considerable in terms of time and manpower commitment and in fact is most likely far greater than the figures in this report indicate because of its acknowledged limitations.

Time Spent in Court Transportation

	<u>Total Time in 1 year</u>	<u>Average Time per week</u>	<u>Average Time per Trip</u>
<u>Walpole</u>			
Correction Officers	826 hours	17.2 hours	5.2 hours
Central Office Transportation Officers	5100 hours	106.3 hours	5.8 hours
<u>Norfolk</u>			
Correction Officers	2700 hours	56.2 hours	5.7 hours
Central Office Transportation Officers	207 hours	4.3 hours	7.9 hours
<u>Concord</u>			
Correction Officers	2366 hours	49.2 hours	5.2 hours
Central Office Transportation Officers	N.A.	N.A.	N.A.
<u>Total</u>			
Correction Officers	5892 hours	122.6 hrs per wk	5.4 hours
Central Office Transportation Officers	5307 hours	110.6 hrs per wk	5.9 hours

Inmate Court Transportation

	<u>Number of Inmates Going to Court</u>	<u>Average Number of Trips per Inmate</u>
<u>Walpole</u>	299	2.4
<u>Norfolk</u>	140	2.2
<u>Concord</u>	143	1.9
<u>Total</u>	582	2.2

Breakdown of Inmate Trips to Court

	<u>One Trip</u>	<u>Two Trips</u>	<u>Three Trips or More</u>
<u>Walpole</u>	49.2%	17.4%	33.4%
<u>Norfolk</u>	56.0%	19.0%	24.0%
<u>Concord</u>	53.1%	20.3%	26.6%
<u>Weighted Average</u>	52.0%	18.5%	29.5%