

WISCONSIN STATE PATROL

Smoky Badger

CRIMINAL JUSTICE
RECEIVED

APR 28 1975



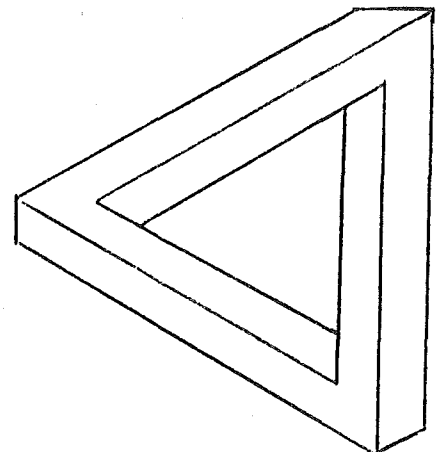
Safety attitude spells the difference between a defensive driver and a luck-ran-out sort of potential fender-bender. Awards, such as those Safe Driver Awards bestowed on our Bureau drivers, prove that a positive safety attitude makes for a top-notch driving record. Congratulations to more of our own Top-Notchers:

- | | |
|-----------------------------------|-----------------------------------|
| 19 yr. - Lieut. Jerome Klug | 7 yr. - Insp. Ronald W. Levra |
| 18 yr. - Sgt. William Hendrickson | Insp. Nils W. Swanson |
| Insp. Leon W. Luick | 6 yr. - Tpr. Wayne Achterberg |
| Insp. Richard Snider | Insp. Gordon Barkow |
| Insp. Charles Yaeger | Insp. John Carpenter |
| 17 yr. - Tpr. Mike Caramidis | Tpr. Francis A. Hart |
| Insp. Robert Luther | 5 yr. - Insp. Leonard Badertscher |
| 16 yr. - Sgt. Arthur School | Insp. Kenneth Besiada |
| Insp. Leo Sendelbach | Insp. Stephen N. Fisher |
| 13 yr. - Sgt. Richard L. Mauel | Insp. James B. Kuhn |
| Tpr. Carroll E. Spencer | Tpr. Alan J. Lohman |
| 12 yr. - Insp. Douglas G. Cox | Insp. Philip A. Manthey |
| Sgt. William Fredrick | Tpr. Roger Schneider |
| Sgt. William J. Nash | Insp. Daniel Schulkamp |
| Tpr. Gerald D. Seidel | Insp. Lester A. White |
| Tpr. Gerald C. Voss | 4 yr. - Tpr. Wayne R. Misener |
| Tpr. Thomas J. Walish | 3 yr. - Comm. Tech. Duane Meyer |
| Tpr. Theodore F. Wolf | Tpr. Robert W. Pileggi |
| 11 yr. - Insp. Robert J. Lindbom | 2 yr. - Tpr. Leonard L. Heisz |
| Tpr. Arnold Sudbrink | Tpr. Gary A. Plath |
| 8 yr. - Tpr. Lawrence G. Luther | Tpr. Gary D. Schumann |
| 7 yr. - Insp. Joseph H. Gefroh | 1 yr. - Tpr. Thomas Cantwell |
| Insp. Ronald W. Kraft | Tpr. Dale E. Corbin |
| Insp. Ronald L. Lauritzen | |

IS SEEING BELIEVING?

Are you visually illiterate? Well don't feel bad or insulted, because most of us are. We see windows and people, we see trees and apples, but we don't really digest what we are looking at. That's why, in driving, concentration on the job at hand is so urgent. Look, look again and evaluate what those images the eyes are sending to your brain mean in terms of your welfare.

Try figuring out the meaning of this crazy figure. It's going to be a test of your visual literacy. Chances are you'll spend more time studying that fool thing than you will on watching for potential hazards while routinely driving down the street or highway.



I N T E R D I S T R I C T F L E E T S A F E T Y

Figures are now available for the standings in the Inter-District Fleet Safety Contest for 1975. At the close of the first two months the districts are aligned as follows:

<u>District</u>	<u>Standing</u>	<u>Preventable Accidents</u>	<u>Rate</u>
5	1	0	.000
4	2	0	.000
8	3	0	.000
1	4	1	.241
2	5	1	.402
6	6	1	.486
3	7	1	.488

1975 FLEET ACCIDENTS

	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>TOTALS</u>
Hdqrs.	0	0	0	0
Academy	0	0	0	0
Dist. 1	0	1	3	4
Dist. 2	1	1	5	7
Dist. 3	1	1	0	2
Dist. 4	1	1	3	5
Dist. 5	1	0	1	2
Dist. 6	1	1	2	4
Dist. 8	1	0	0	1
TOTALS	6	5	14	25
Insp.	0	0	2	2
Tpr.	4	5	11	20
Sgt.	1	0	1	2
Lieut.	1	0	0	1
Capt.	0	0	0	0
Comm. Tech.	0	0	0	0
Chem. Tech.	0	0	0	0
Other	0	0	0	0



SNAPPER JOINS CLUMSY OX CLUB

On Saturday, April 12, Snapper Gilbertson was pruning trees at home, when a limb knocked him off the ladder. He fell on the sidewalk and broke his hip. He is in Midway Hospital, Rm. 412, 1700 University Ave., St. Paul, MN 55104 for 12-14 days. After that he will be recuperating at home.

GREATEST THINGS

The best day ... Today.
The greatest sin ... Fear.
The best gift ... Forgiveness.
The greatest mistake ... Giving Up.
The greatest need ... Common sense.
The most expensive indulgence ... Hate.
The greatest troublemaker ... Talking too much.
The greatest deceiver ... One who deceives himself.
The worst bankrupt ... The soul that has lost enthusiasm.
The cheapest, stupidest and easiest thing to do ... Find Fault.
The best teacher ... One who always makes you want to learn.
The cleverest man ... One who always does what he thinks is right.
The warmest feeling ... One of gratitude.
The greatest of all things ... An abiding faith in God!

THE STEERING COLUMN



Col. Lew V.
Versnik

Almost every day one picks up the newspaper there is an account written about an assault on a police officer. We in this business accept the hazard, the exposure to this sort of thing, as part of the job. But, need it be that way? The "thin blue line" is really all the great American public has left to wage war on crime and yet for the most part, the police receive relatively little support. Defending the home front has resulted in some 858 law enforcement officers being killed in assaults during the ten years 1964 thru 1973. Over three-fourths of the assailants positively identified as the cop-killers had previous arrest records. Over half -- just under two-thirds -- had been convicted of crimes before, and about two-thirds of those were FREE ON PAROLE OR PARDON at the time they killed the officers. The way I see it, the courts and the penal programs are being used as an interim rest-and-regroup pause before returning to attacks on the citizens and police personnel. Americans show more concern over the closing phases of the Viet Nam conflict than they do over what should be considered more vital matters here in our own country.

Van sez: "'Speed limit' is what most drivers observe -- while driving behind a police cruiser."

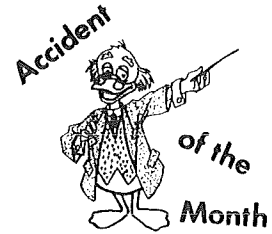
SMOKEY BADGER

Published by the Wisconsin State Patrol

LEW V. VERSNIK, Colonel
Director, Enforcement Bureau of the
Division of Motor Vehicles

Captain Corwin F. Holmquist
EDITOR

Mrs. Linda J. Schlueter
COMPOSITOR



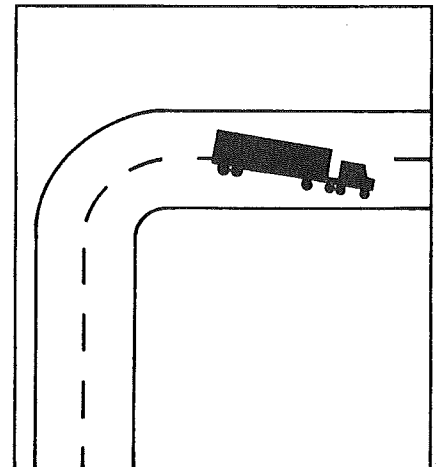
Decision of the Accident Review Board is found on page 6 of this issue. see if your thoughts agree with those of the Board Members.

The Accident

The driver had been driving for two or three hours along an interstate highway on a clear and dry day at about 50 miles per hour. However, he had repeatedly noticed that his load was shifting slightly, but more frequently as he drove--especially around curves. His load release noted that the load was secured and within the proper load limit; however, the driver did *not* make a pre-trip inspection of the load or its securement. His supervisor instructed him prior to the trip to "go ahead". The doors to the trailer where the cargo was kept were *not* locked.

As the unit rounded a particularly sharp curve, it suddenly shifted its weight to one side, began sliding and eventually turned over on its side. Luckily, there were no vehicles traveling around the curve in the opposite direction.

Vehicle-damage was limited to scrapes and severe dents on one side plus some axle damage. The driver, who was wearing his safety belt, escaped injury.



FLEET ACCIDENTS

Fleet accidents then and now
by day of the month. Solid
black indicates a day with
more than one fleet accident.

- - -1974- - -

S M T W T F S	S M T W T F S
JANUARY	JULY
1 2 ③ 4 5	① ② ③ 4 5 6
6 7 8 9 10 ⑪ 12	7 8 9 10 11 12 13
⑬ 14 15 ⑮ 16 ⑰ 18 19	14 15 16 17 18 19 20
20 21 22 23 24 ⑮ 26	21 22 23 24 25 ⑮ 27
27 28 29 30 31	28 29 30 31
FEBRUARY	AUGUST
1 2	1 2 ③
3 4 5 6 7 8 ⑨	4 5 6 7 8 9 10
10 11 12 13 14 15 16	⑪ 12 13 ⑮ 15 16 ⑮
17 18 19 20 21 ⑮ 23	18 19 20 21 22 23 24
24 25 26 27 28	25 26 27 28 29 30 31
MARCH	SEPTEMBER
1 2	1 2 3 4 5 6 7
③ ④ 5 6 7 ⑧ ⑨	8 9 10 11 12 13 14
⑩ ⑪ 12 13 14 15 ⑮	15 16 ⑮ 18 19 20 21
17 18 19 20 21 22 23	22 23 ④ 25 26 27 ⑮
24 ⑮ 26 ⑮ 28 29 30	29 30
31	OCTOBER
APRIL	① ② ③ ④ 5
1 2 3 4 ⑤ 6	⑥ 7 ⑧ 9 10 ⑪ 12
7 8 9 10 11 12 13	13 ④ ⑤ 16 17 18 ⑮
14 ⑮ 16 17 18 19 ⑮	20 ⑮ 22 ⑮ 24 25 26
⑮ 22 23 24 25 26 27	27 28 29 30 31
28 ⑮ 30	NOVEMBER
MAY	1 2
1 2 3 4	3 4 ⑤ 6 7 ⑧ 9
⑤ 6 7 8 9 10 11	10 11 12 13 ④ 15 16
12 13 14 15 16 17 18	⑮ 18 ⑮ 20 21 22 23
19 20 21 22 23 ⑮ 25	24 ⑮ 26 27 28 29 ⑮
26 27 28 29 30 31	DECEMBER
JUNE	1 2 3 4 5 6 7
② 3 4 5 6 7 ⑧	8 9 10 11 12 ⑮ 14
⑨ 10 11 12 ⑮ 14 15	15 ⑮ 17 18 19 ⑮ 21
⑮ 17 18 19 20 ⑮ 22	22 23 24 ⑮ 26 27 28
23 24 25 26 27 28 29	29 30 31
30	

1975

S M T W T F S	S M T W T F S
JANUARY	JULY
1 2 3 ④	1 2 3 4 5
5 6 7 8 ⑨ 10 ⑪	6 7 8 9 10 11 12
12 13 14 15 16 ⑮ 18	13 14 15 16 17 18 19
19 20 21 22 23 ④ 25	20 21 22 23 24 25 26
26 27 28 29 30 31	27 28 29 30 31
FEBRUARY	AUGUST
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9 10 11 12 13 14 ⑮	10 11 12 13 14 15 16
16 17 18 19 20 21 ⑮	17 18 19 20 21 22 23
23 24 25 26 27 28	24 25 26 27 28 29 30
MARCH	SEPTEMBER
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2 3 4 5 6 7 8	7 8 9 10 11 12 13
9 ⑩ ⑮ 12 13 ⑮ 15	14 15 16 17 18 19 20
16 17 18 19 20 ⑮ 22	21 22 23 24 25 26 27
⑮ 24 25 ⑮ 28 ⑮	28 29 30
30 31	OCTOBER
APRIL	1 2 3 4
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6 7 8 9 10 11 12	12 13 14 15 16 17 18
13 14 15 16 17 18 19	19 20 21 22 23 24 25
20 21 22 23 24 25 26	26 27 28 29 30 31
27 28 29 30	NOVEMBER
MAY	1
1 2 3	2 3 4 5 6 7 8
4 5 6 7 8 9 10	9 10 11 12 13 14 15
11 12 13 14 15 16 17	16 17 18 19 20 21 22
18 19 20 21 22 23 24	23 24 25 26 27 28 29
25 26 27 28 29 30 31	30
JUNE	DECEMBER
1 2 3 4 5 6 7	1 2 3 4 5 6
8 9 10 11 12 13 14	7 8 9 10 11 12 13
15 16 17 18 19 20 21	14 15 16 17 18 19 20
22 23 24 ⑮ 26 27 28	21 22 23 24 25 26 27
29 30	28 29 30 31

A new "first" for the Wisconsin State Patrol became evident on March 3, 1975 when the new Enforcement Cadet recruits reported in for the beginning of their intensive twenty weeks of training. Among the 30 aspirants were nine female cadets, one of whom -- Marsha Wiley -- transferred over from Police Communications Operator. The other eight were recruited from Madison, Oregon, Webb Lake, Appleton, Milwaukee and West Allis Wisconsin. Back in the days of Bob Shumate the cadets talked of the selective enforcement "Wolf Pack". Now it looks like the start of a "Powder Puff Brigade"!

TELL HIM SO

If you hear a kind word spoken
Of some worthy soul you know,
It may fill his heart with sunshine
If you only tell him so.

If a deed, however humble,
Helps you on your way to go,
Seek the one whose hand has helped you,
Seek him out and tell him so!

If your heart is touched and tender
Toward a sinner, lost and low,
It might help him to do better
If you'd only tell him so!

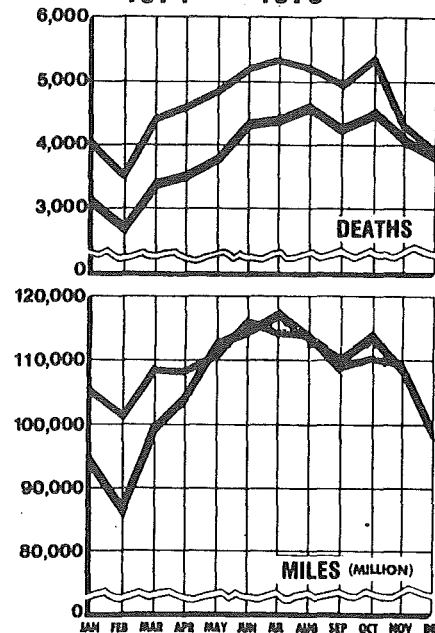
TRAFFIC DIE-GEST

Traffic Die-gest is a summary of highway accident information published here for information and use in your public contacts. This data is taken from the National Safety Council publication, TRAFFIC SAFETY.

HERE ARE THE FACTS, 1974

Deaths	46,200
Injuries	1,800,000
(disabling beyond day of accident)	
Costs	\$20,200,000,000
Travel	1,270,000,000,000
Rate	3.6
(deaths per 100,000,000 miles of travel)	
MV Registration	135,000,000
Population	211,390,000

MONTHLY MOTOR VEHICLE DEATHS
AND TRAFFIC TRENDS
1974—1973



State Experience

Among the 50 states reporting motor-vehicle death information for December, 22 had decreases in fatalities, four showed no change, and 25 had increases. For the entire year, 46 states showed decreases in fatalities, while four states and the District of Columbia had increases. For 1974, the 46 states with decreases in deaths were:

Utah	—37%
Missouri	—29%
Kentucky	—29%
Louisiana	—28%
Mississippi	—28%
Rhode Island	—26%
Arizona	—25%
Indiana	—24%
Alabama	—24%
Connecticut	—23%
Arkansas	—23%
North Dakota	—23%
Ohio	—22%
Wisconsin	—21%
New York	—20%
Georgia	—20%
South Dakota	—20%
California	—19%
Texas	—19%
Minnesota	—19%
Nevada	—19%
New Jersey	—18%
North Carolina	—18%
Kansas	—18%
Vermont	—18%
Illinois	—16%
Michigan	—16%
Iowa	—16%
Pennsylvania	—15%
Florida	—15%
New Mexico	—15%

Motor-Vehicle Deaths and Changes, Total U. S.

Months	DEATHS				PERCENTAGE CHANGES		
					Corresponding Month		4 Mos. Mov. Avg.†
	1971	1972	1973	1974	1972-1974	1973-1974	1973-1974
January	4,000	4,140	4,040	3,090	—25%	—24%	—12%
February	3,400	3,580	3,540	2,660	—26%	—25%	—18%
March	3,700	4,150	4,360	3,270	—21%	—25%	—23%
April	4,410	4,440	4,610	3,510	—21%	—24%	—24%
May	4,690	4,760	4,840	3,750	—21%	—23%	—24%
June	4,480	4,900	5,250	4,330	—12%	—18%	—22%
July	5,470	5,500	5,320	4,380	—20%	—18%	—20%
August	5,100	5,220	5,220	4,600	—12%	—12%	—17%
September	4,650	5,040	4,990	4,230	—16%	—15%	—16%
October	5,400	5,330	5,350	4,500	—16%	—16%	—15%
November	4,500	4,680	4,340	4,050	—13%	—7%	—13%
December	4,900	4,860	3,940	3,830	—21%	—3%	—11%
TOTAL	54,700	56,600	55,800	46,200	—18%	—17%	

All figures are National Safety Council estimates.

Reductions at the End of January

(States and cities with one-month death reduction, 1974 vs. 1975)

States	
Wyoming	—62%
Hawaii	—40%
Minnesota	—38%
Montana	—33%
South Carolina	—25%
Illinois	—24%
North Carolina	—24%
Alabama	—23%
Tennessee	—20%
South Dakota	—20%
Florida	—18%
Indiana	—17%
Maryland	—13%
New York	—8%
Georgia	—8%
Ohio	—4%
Pennsylvania	—1%

MOTOR-VEHICLE deaths in January 1975 totaled 3,220, an increase of 4 per cent over the January 1974 total of 3,090 and a decrease of 20 per cent from the pre-energy-crisis January 1973 total of 4,040. The January 1974 total is the lowest for the month since the 1963 total of 2,695.

Disabling injuries during the month are estimated at about 130,000. These are injuries resulting in disability beyond the day of the accident, and do not include minor injuries which probably totaled as many more.

The cost of motor-vehicle accidents for the first month of this year is estimated at about \$1.1 billion.

Preliminary vehicle mileage estimates for January are not yet available, and therefore, no mileage death rates have as yet been calculated for 1975.

Subject of "So You Know Wisconsin?" last month was Hwy. 64 near Medford. Trooper Dave Heinle recognized it when the 23 miles shown tipped him off as being the distance from Medford to Gilman; Bill Gelhaus, Insurance's man about the state let it be known we were unable to stump him; Insp. Leon from the House of Luick said the area was the gateway to the metropolis of Perkinstown; and, Roger Hlavacka who sergeants out of District No. 4 allows that he and his family swim in Sackett's Lake and frequently have cut a Christmas tree out by Perkinstown. The area is further famous, claims Rog, for skiing, tobogganning and most of all "inner-tubing". (Wotta story, wotta response. -- Editor)

ACCIDENT OF THE MONTH

The Accident Review Board's decision is as follows:

Decision

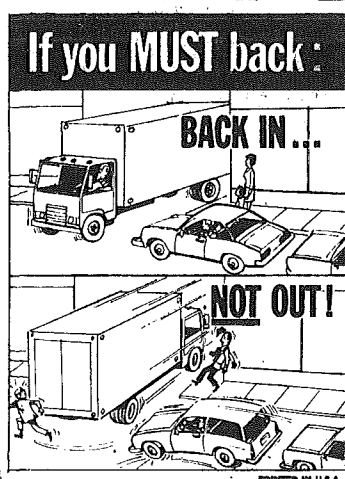
PREVENTABLE was the ruling of the Accident Review Board based on the minimum legal requirements of the Bureau of Motor Carrier Safety Regulations, Section 392.9 which states:

No person shall drive a motor vehicle and a motor carrier shall not require or permit a person to drive a motor vehicle unless (1) the vehicle's cargo is properly distributed

and adequately secured as specified in Sections 393.100 - 393.106 of the subchapter.

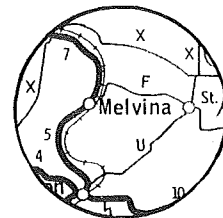
Also, the section goes on to make it the driver's responsibility and duty to *periodically* examine his cargo every three hours of driving or after 150 miles of driving, whichever occurs first—or when there is a change of duty status.

Sealed vehicles with orders not to open the trailer exempts the driver from his examination duties. In this case, the unit was *not* sealed, the driver did *not* examine it prior to driving or periodically during his trip. Since the driver failed to even meet the minimum requirements of the BMCS Regulations, the accident is preventable.




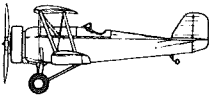
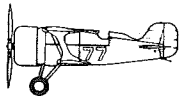
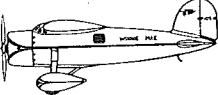

SO YOU KNOW WISCONSIN?

All right, no "cheating" now, tell me in what county this location can be found as well as the predominant highway? (Answer next issue)



MISH-MASH WITH AIRPLANES

All right, date yourself, see how many of these planes you can correctly identify. Winner gets a free tour of the Planning Section. Answers in the next issue of the S-B.

- A.  _____
- B.  _____
- C.  _____
- D.  _____
- E.  _____

1. Lockheed Vega
2. Wright Flyer
3. Pittcairn Mailwing
4. Ford Trimotor
5. Laird Solution



Tpr. Steven J. Rosenbalm and wife Mary are the proud parents of a healthy baby girl, Virginia Marie. The special event, the first for the Rosenbalm, occurred on Feb. 2, 1975 at Wausau South Hospital.

Tpr. Juan Camacho and wife Kathy became the parents of a new son, Andrew John on March 6, 1975.



FOR THE ROCKING CHAIR SET

Insp. Martin Holzman, District 2, was granted an extension of state service until December 31, 1975.

Tpr. Reginald D. Wilkinson, District 6 has resigned his position effective March 1, 1975.

Michael A. Moore, AA-I, District 5 has been reinstated as a Trooper II, District 5, effective March 2, 1975.

Insp. Gary L. Michalski, District 2, has been reinstated as a Trooper I, District 2, effective March 2, 1975.

Inspector I, Paul H. Theiler, District 1, has been promoted to Trooper I, District 1, effective March 16, 1975.

Judy Stebbins, Typist II, Inspection Service Unit, temporarily assigned to District 1, has resigned her position effective March 14, 1975.

Insp. Ronald W. Levra, District 8, has resigned his position effective March 3, 1975.

Kathleen Waldvogel, Typist II, District 4, has resigned her position effective March 10, 1975.

ALL IN THE FAMILY

In a little over an hour apart, Tpr. Moehrke pinched two brothers from Montana, both living in Platteville, and both speeding over the limit. One was arrested on Hwy. 11, the other on Hwy. 12, and they got consecutively numbered citations and docket numbers. Small world.

CARELESS PEOPLE

GET CARRIED AWAY!

In case anybody asks you, Elkhart Lake Road America is planning some events for this year. You might as well be able to use the knowledge for PR:

June Sprints - June 20, 21, and 22
Formula 5000 & Trans Am - July 25,
July 26, and 27
Road America Handicap & Gold Cup -
August 22, 23, and 24

Below is a price list as a matter of information.

NO INCREASE IN TICKET PRICES	GENERAL ADM.		PADDOCK PRIVILEGE Includes Gen. Adm.	
	Regular Price	Advance Less 10%	Regular Price	Advance Less 15%
JUNE SPRINTS:				
Friday, June 20	2.00	1.80	4.00	3.40
Saturday, June 21	4.00	3.60	7.00	5.95
Sunday, June 22	5.00	4.50	9.00	7.65
FORMULA 5000 & TRANS-AM:				
Friday, July 25	2.00	1.80	4.00	3.40
Saturday, July 26	6.00	5.40	11.00	9.35
Sunday, July 27	8.00	7.20	13.00	11.05
ROAD AMERICA HANDICAP & GOLD CUP:				
Friday, August 22	2.00	1.80	4.00	3.40
Saturday, August 23	5.00	4.50	9.00	7.65
Sunday, August 24	8.00	7.20	14.00	11.90

ADVANCE SALES DEADLINES:

JUNE SPRINTS June 14
F5000 & TRANS-AM July 19
R/A HANDICAP & GOLD CUP August 16

Mail checks to: **ROAD AMERICA, INC.**
ELKHART LAKE, WIS. 53020

WHO'S NEW IN THE BUREAU

When Pam Hoessel first appeared in the Bureau, it was August, 1971 and she was an LTE Typist II in Technical Services -- and single yet. Since that time, Pam married Dennis Hoessel and settled down to a mixed bag of pilot training, knitting, crocheting and whatever else the young modern wife does in addition to housework. Now an AdminSec I, Pam has returned to the Bureau as Communications Section secretary, working for Norv Rollins and company.

If you were to move into Hartland, chances are good that your Welcome Wagon contact would be influenced on way or another by Ruth M. Borchardt, District No. 2's new Typist II. Ruth comes to us by way of UW-Parkside in Kenosha where she was a Steno III and obtained her BA in music, with a slush-pump (trombone) as major instrument. Ruth and hubby Warren are both from Milwaukee. They have four kids, ages 19 to 24, three boys and a girl.

There is a new look in Field Force Section and her name is Linda Schlueter. Linda came to us from Public Information where she had hit the keys since November of 1972. She is from Madison and her hubby Delmer's hometown is Cottage Grove. Their son of four months is named Matthew. This young lady is a fishing-camping enthusiast and ties in crocheting as another way to utilize her time effectively. Linda takes over from Frieda May who moved over to the Inspection Services vacancy left by Mary Dunn's resignation.

Roundup, Police Style

JONESVILLE, Mich. (AP) -- State Policeman Keith Miller used his patrol car, a public address system, and his farmboy knowledge to recapture nearly 80 cows.

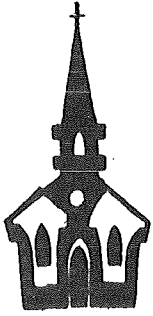
The cattle escaped recently, endangering motorists passing by this Hillsdale County town. But to Trooper Miller the task of recapturing the animals was simple.

He drove his car into a field, turned on his loudspeaker, and began bawling like a calf. Sure enough, the cows trudged into the field and clustered around Miller.

"I learned a long time ago that you can't outrun cattle," said Miller, who grew up on a farm.

"You've got to outsmart them. You try to herd them with a car or sirens and they're going to scatter helter skelter."

IN MEMORIAM



Inspector II, Roy Jarzynski passed away Sunday morning, March 9, 1975. The funeral was held Wednesday, March 12, at 2:00 p.m. at Wisconsin Dells Presbyterian Church, Wisconsin Dells, with interment at Mauston. Patrol

pall bearers included Capt. Anders, Capt. Goetsch, Sgt. Honish and Tpr. York. Honor Guard was composed of Troopers Blood, Cahoon, Day, Kent, Manthey and P. Wenzel.

Born in Chicago, Roy called Camp Douglas, Wisconsin his "home town". It was in that area he settled and was farming at the time he applied for entrance to the State Patrol Academy.

On June 9, 1957, Roy Jarzynski entered the WSP Academy with Recruit Class No. 6 and was graduated in September of that year. He served as Trooper until August 17, 1974, at which time he lateral transferred to Inspector II and served in that category until the time of his death.

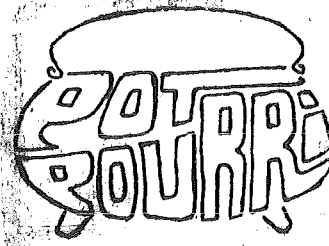
IN SICK BAY

Trooper Merrill Jacobsen was hospitalized recently for surgery.

John Schoenick entered University Hospital March 13, 1975 for repair of a detached retina. He was hospitalized for about a week.

Phyl (Mrs. John) Schoenick has been hospitalized since March 8, 1975 recovering from a heart attack and pneumonia.

Ad Weiland spent four days hospitalized, Feb. 18-21, at Richland Center for a suspected coronary attack. Subsequent testing has given "Old Trooper" a clean bill of health. Ad was out jogging when the mysterious seizure occurred.



- For the first time ever, over one million CB licenses are in effect as of January, 1975, according to FCC and the Electronic

Industries Association. It is estimated that about one in every five long-haul trucks is equipped with a Citizen Band radio. License applications for 1974 were about 95% greater than 1973 applications. Despite the generally adverse economic conditions, the CB radio market continues to expand and may go on to a record March sales. One of the factors being the reduction from \$20 to \$4.00 for the license fee. Another factor is the FCC proposal to open new CB channels by expanding from the present 23 to 70.

- A new bill calling for impoundment of vehicles belonging to drunk drivers has been passed by the North Dakota legislature and is on the way to the governor for signature. Under this measure, a judge could impound a car that is owned and operated by a person convicted of driving with a suspended or revoked license or for driving while intoxicated. The impoundment would be for the duration of the license suspension. The cost of the impoundment would be paid for by the offender.

ACCIDENT REPORTS

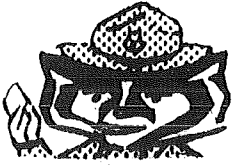
Looking over the AD-PERS 45's which are submitted to the Bureau, we have come to the conclusion that slips and falls account for more accidents than automobiles:

-- While walking from front of car along left side, I slipped and fell, twisting right knee in the process.

-- I was removing a piece of wood from the roadway when I slipped and fell.

-- I slipped on the ice while marching to the classroom and fell on my right knee.

-- I was returning to ranks from road guard position when I lost my footing and fell.



PARTY LINE

Traveling retired Capt. Howard Fuhrmann was reported back in his home state after making a circuit which included Mexico and Texas. Among other stops made while on his tour, Howard visited with Loren Briese at Rockport and with Herb Schloemer in the Brownsville area. These activities reported by Bob Cromey who stops up occasionally to fill us in.

Bob was under the surgeon's knife recently for some kind of growth in his innards, says he will be back in shape to take in the annual School Bus Rodeo at Lake Delton on May 3, 1975.

Col. Lew V. Versnik enjoyed the spotlight of publicity when his article "Speeding Is Unprofitable in Wisconsin" appeared in the Northwestern University Traffic Institute KEY as the "Keynote" for the January 1975 issue. Colonel Versnik is a graduate of NUTI Class of 1958 and has been with the Patrol since September of 1949. This article describes the experience of speed enforcement in Wisconsin since the advent of the Emergency Energy Speed law.

Mrs. Sue Schein, instructor at the 1974 Supervisor In-Service Training session at the Academy, conducted the Schein Educational Media Experiment successfully, it was learned recently, when Inspector George Guss admitted to being the Sweepstakes winner. The sweepstakes amounted to 78 entries at 25¢ each for a total of \$19.00. The event which precipitated the program finally evolved at 2:52 p.m. on Feb. 23, 1975 when Mrs. Schein gave birth to a 6 lb. 11 oz. baby boy, Stephan Peter. The closest entry in the guessing contest was Inspector Guss's which stated, February 22 at 6:05 a.m. George turned around and shared his windfall with them by making a gift to the new member of the Schein family. They started a savings account for Stephan, and sent a card of thanks to the donor.

While off duty, Trooper Larry Luther called in for license check on a vehicle that had been left parked in front of his home. Imagine his surprise when the check revealed the car was stolen and wanted by Madison P.D.

The Shawano County Board of Supervisors passed and sent a copy of Resolution No. 87 to the Wisconsin State Patrol. Shawano County Clerk Neil R. Druckery sent this message along with the copy of the Resolution.

"The enclosed Commendation is being directed to your attention, and request that you further direct same to the Wisconsin State Patrol personnel that so adequately and faithfully performed their job to provide security and protection to our area citizens, during the recent illegal take-over at the Alexian Brothers."

Resolution No. 87 commends the State Patrol for their personal devotion to duty and the preservation of law and order as their part of the action at the embattled Novitiate.

Received a note from Chief Bill Harvey (formerly of the Patrol) of the U.W. Milwaukee Security Police, "Thought you might be interested in what one of your ex-troopers is doing now. I rarely see Bob. The last time was last year when someone cast his boat loose and it drifted out to sea." A digest of the attachment goes like this:

THE UWM POST, student publication of the UW-Milwaukee, ran a feature story on Bob Popp, former State Patrolman working in the Manitowoc lakeshore area, in the Feb. 19 issue. Bob is now captain of the UWM research vessel, Neeskey, which works out of the Center for Great Lakes Study from the end of Greenfield Avenue, Milwaukee. Bill Harvey UWM Police Chief forwarded a copy of the paper.