

WISCONSIN STATE PATROL



# Smoky Badger

JUN 10 1974

S T A T E M E N T O F P O L I C Y

Collection

NO ASSIGNMENT SHALL BE OF SUCH URGENCY AND NO JOB SHALL BE EXPEDITED WITH SUCH EMPHASIS THAT THE PRINCIPLES OF SAFETY BECOME SECONDARY. THERE ARE NO TASKS IN THE ENFORCEMENT BUREAU OF SUCH IMPORTANCE THAT THEY CANNOT BE DONE WITH REASONABLE SAFETY.

Many aspects of safe driving involve varying degrees of technical knowledge and physical ability. But, the capacity to act rationally and intelligently--mental capacity--is of fundamental importance. Congratulations to the following Bureau drivers. Their collective sense as applied to motor vehicle operation has earned for them the coveted Safe Driver Award for yet another year of accident-free on-the-job driving!



- |   |  |
|---|--|
| 18 yr. - Tpr. Carl J. Gasper<br>ChemTest Supvr. Frantz Heise<br>Tpr. Donald Larson<br>Tpr. Paul H. Reich<br>Chem.Tech. Roland C. Young  | 5 yr. - Tpr. Duane E. Frey<br>Tpr. Joseph J. Hammill<br>Tpr. Daryl W. Kinnear<br>Tpr. Craig K. LaMarre<br>Tpr. Richard J. Lunde<br>Tpr. Michael D. Meinke<br>Tpr. Glenn W. Steffen<br>Tpr. Maynard H. Teigen<br>Tpr. Samuel R. White   |
| 17 yr. - Tpr. Wilmer H. Peil<br>Sgt. Edmund M. Ross<br>Insp. Duane A. Schmieden   | 4 yr. - Tpr. Charles W. Bennett<br>Tpr. Roger E. Dahl<br>Tpr. Clinton R. Fruit<br>Tpr. Kenneth B. Ganser<br>Tpr. Jerry J. Halbleib<br>Tpr. Ronald N. Irish<br>Tpr. Richard W. Lindbeck<br>Tpr. Harry C. McCallum, Jr.<br>Tpr. Brian N. Meek<br>Tpr. James L. Nelson<br>Tpr. David J. Neumaier<br>Tpr. Robert M. Olson<br>Tpr. Bernard J. Peterson<br>Insp. James L. Padlock<br>Tpr. Nicholas H. Pierce<br>Tpr. Jerome J. Prusko<br>Tpr. Jan Steinbergs<br>Tpr. Michael J. Van Keuren<br>Tpr. Bill R. Vest<br>Tpr. Fred H. Zimpel |
| 16 yr. - Capt. Alva E. Rehberg  |  |
| 15 yr. - Comm.Tech. Walter Hryniewicki  |  |
| 14 yr. - Tpr. Timothy J. Heffernan  |  |
| 13 yr. - Tpr. Raymond C. King   |  |
| 12 yr. - Comm.Tech. Herbert C. Buschel  |  |
| 10 yr. - Tpr. Eugene L. Kent  |  |
| 9 yr. - Insp. William P. Muschinski<br>Insp. Duane J. Wilson  |  |
| 8 yr. - Tpr. Bernard C. McKinnon  |  |
| 7 yr. - Tpr. Gerald P. Baumbach, Jr.<br>Tpr. Thomas L. Enos<br>Tpr. Richard C. Fankhauser<br>Tpr. Carl R. Fleischman<br>Tpr. James R. Friedel<br>Tpr. Thomas H. Jawort<br>Sgt. Ronald A. Kuhn<br>Tpr. Jerry P. Long<br>Tpr. John D. Luther<br>Tpr. Arthur J. Shackleton |  |
| 5 yr. - Tpr. William C. Aschenbrener<br>Tpr. James A. Fetherston  |  |

1974 FLEET ACCIDENTS

Reportable fleet accidents for April 1974 numbered just five. In April 1973 there were nine, and the total cumulative for January thru April 1973 was 35 reportable accidents.

	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>TOTALS</u>
Hdqrs.	0	0	0	0	0
Academy	0	0	0	0	0
Dist. 1	3	0	3	1	7
Dist. 2	1	2	3	2	8
Dist. 3	0	2	0	2	4
Dist. 4	1	0	0	0	1
Dist. 5	0	1	1	0	2
Dist. 6	1	0	1	0	2
Dist. 8	0	0	0	0	0
<b>TOTALS</b>	<u>6</u>	<u>5</u>	<u>8</u>	<u>5</u>	<u>24</u>
Insp.	2	0	1	1	4
Tpr.	3	5	7	4	19
Sgt.	1	0	0	0	1
Lieut.	0	0	0	0	0
Capt.	0	0	0	0	0
Comm. Tech.	0	0	0	0	0
Chem. Tech.	0	0	0	0	0
Other	0	0	0	0	0

NATIONAL FLEET SAFETY CONTEST

Our standing in the National Fleet Safety Contest which had been No. 1 out of seven fleets has dropped to No. 3 at the end of three months of the contest. Our average is 3.50 accidents per one million miles of travel. The group average is 5.94.

The results of 1973's contest show the Nebraska State Patrol the winner. They entered 333 vehicles, had 35 REPORTABLE accidents and finished with a 3.09 rate. Our fleet finished third, 375 vehicles, experienced 56 REPORTABLE accidents and finished with a 4.62 rate.

INTER-DISTRICT FLEET SAFETY CONTEST

Due to circumstances which had arisen, the Accident Classification Board did not meet in May; therefore, there was no change in the district standings over last month. The last listed standings placed the districts in the following order, from first place down: 4, 8, 5, 3, 6, 2, and 1.



THE STEERING COLUMN



Col. Lew V. Versnik

An exploratory project to determine whether daytime use of vehicle headlights would reduce highway accidents was conducted during 1973 by the National Safety Council and the Private Truck Council of America. Totally, 100 fleets participated in the study with operations extending into cities, suburban areas, intercity and interstate. One reporting company stated that there was no clear cut reduction in the number of accidents in 1973 vs. 1972; however, there was a reduction of daytime accidents. The final report which summed up the results of the survey stated that the accident experience for both 1972 and 1973 was virtually the same, and there was no increase in maintenance or operating costs. What did it prove? Perhaps it only served as a reminder that a vehicle with headlights on during daylight hours still can be more easily seen. The NSC will continue to explore on a wider scale the merits of vehicle lighting during daytime in reducing traffic accidents.

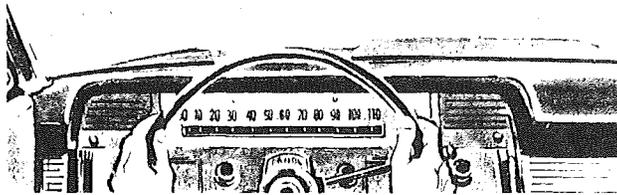
Van sez: "For almost every problem there is a logical, obvious answer that won't work."

DAP No. 11

This series is intended to aid you in preparing yourself for the unexpected, with a course of action you can train yourself to take should it ever happen to you.

(Answer to No. 10 is on Page 5).

Driver Accident Prevention  
No. 11



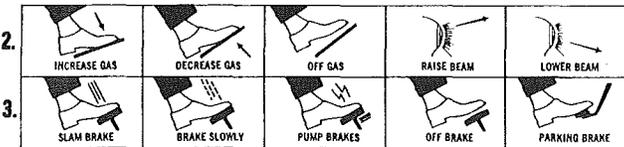
**AT 50 MILES AN HOUR...YOUR CAR  
SUDDENLY HITS DEEP WATER!**

**think** what would you do?

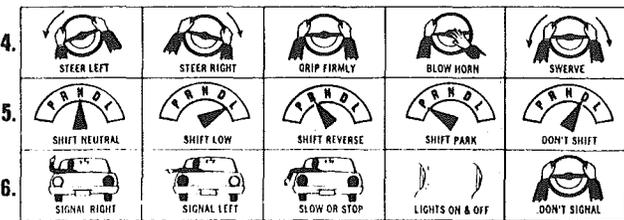
With your eyes? (Put an "X" through what YOU would do!)



With your feet?



With your hands?



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DAP SERIES No. 5 011

BEHIND THE WHEEL



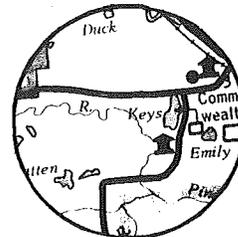
Major Charles  
Litkey

Due to my fast approaching retirement this will be my last message via this media. Understandably I have mixed emotions but after thirty-six years in law enforcement, retirement looks better with each passing day. Nevertheless law enforcement will always remain a part of my life even though I will no longer actually participate. I am very proud and happy to be a member of the Patrol which to me, even with its faults, is the greatest. I hope each of you will strive to keep it that way.

I take this opportunity to express my sincere appreciation to each of you for your efforts in my behalf. While it hasn't been possible to make personal contact as often as I would have liked, it has been a privilege and a pleasure to be your Field Force Commander. I sincerely hope that your tenure as a member of the Patrol will be as rewarding as mine has been. Best wishes for a successful career in law enforcement.

SO YOU KNOW WISCONSIN?

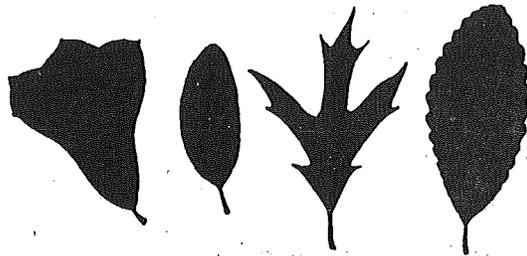
All right, no "cheating" now, tell me in what county this location is, and what is the predominant highway?  
(Answer next issue).



Marathon/Portage Counties were the scene in last month's mystery location, and the highway shown was Highway 153.

WHATZ-IT?

It's back to nature time. These are the outlines of leaves from what kind of trees?



The May WHATZ-IT? showed a plug which was not a fishing plug, yet used in related activity. Don Flaherty claims it's a picture of a fish decoy--used extensively in sturgeon-spearing on Lake Winnebago.....you know--he's right!

### "TRAFFIC DIE-GEST"

This summary of motor vehicle traffic accident information which you can use as an information base for your contacts with the public is taken from the National Safety Council publication TRAFFIC SAFETY.

**M**OTOR VEHICLE deaths in February 1974 totaled 2,660, a decrease of 25 per cent from the February 1973 total of 3,540. The February 1974 total is the lowest recorded since the February 1963 total of 2,647. It is the second month in a row deaths had dropped by 25 per cent from the 1973 figure, tying the greatest percentage decrease in more than 30 years.

Deaths for the first two months of 1974 totaled 5,680, a decrease of 25 per cent from the two-month total for 1973 of 7,560. The total for the first two months of this year is the lowest recorded since the 1963 total of 5,342 for the same two months. Deaths for the 12-month period ending February 1974 totaled 53,720.

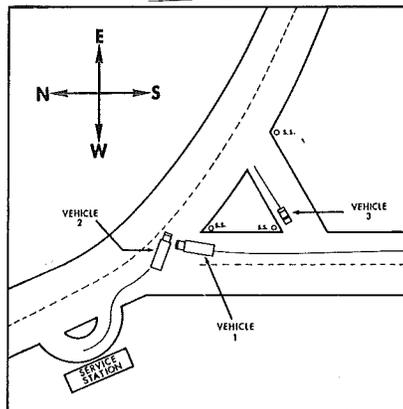
Disabling injuries for the first two months of this year are estimated at slightly more than 210,000. These are injuries resulting in disability beyond the day of the accident, and do not include minor injuries which probably totaled as many more.

The cost of motor-vehicle accidents for the first two months of 1974 is estimated at about \$1.9 billion.

Preliminary vehicle mileage estimates for 1974 are not yet available and, therefore, no mileage death rates have been calculated for this year.

Among the 50 states reporting February experience, 41 had fewer deaths than in the preceding February; one state, Hawaii, showed no change; and eight had increases. For two months, 44 states showed decreases in deaths and six had increases.

A procrastinator is one who puts off until tomorrow the things he has already put off until today ...Be sure you don't procrastinate about safety.



### THE ACCIDENT

Driver stated: I (vehicle #1) was approaching a Y intersection, which had a cut off road on the right controlled by a stop sign. The junction I was approaching also had a stop sign.

I saw a car (vehicle #3) on the cut off as I was coming near it, and thought the other driver was not going to stop. This completely occupied my attention. After passing the cut off safely, I overran my stop sign and ran into a truck (vehicle #2) in the intersection. My trailer brakes were not working properly and I skidded through the intersection. It has been raining and the road was wet.

(Answer is on Page 6)

Wealth beyond the requirements of nature is no more benefit to man than water to a vessel which is full. Both alike overflow.

Epicurus  
341-270 BC

### Leading at the End of February

(States and cities with two-month death reduction, 1973 vs. 1974)

#### States

Utah	-74%	Massachusetts	-27%
Rhode Island	-68%	Oregon	-27%
North Dakota	-57%	Florida	-26%
Missouri	-50%	Texas	-25%
Maryland	-46%	Kentucky	-24%
Delaware	-45%	Virginia	-21%
Louisiana	-41%	Colorado	-20%
Nevada	-41%	Illinois	-18%
Vermont	-40%	Wyoming	-18%
New York	-37%	Pennsylvania	-17%
New Mexico	-37%	Georgia	-17%
New Jersey	-35%	Minnesota	-17%
Wisconsin	-35%	West Virginia	-17%
Connecticut	-35%	North Carolina	-12%
Arizona	-34%	Alabama	-12%
Michigan	-32%	Iowa	-12%
Indiana	-32%	Montana	-12%
Nebraska	-31%	South Dakota	-11%
California	-30%	Washington	-8%
Arkansas	-29%	South Carolina	-7%
Idaho	-28%	Tennessee	-6%
Ohio	-27%	Kansas	-5%

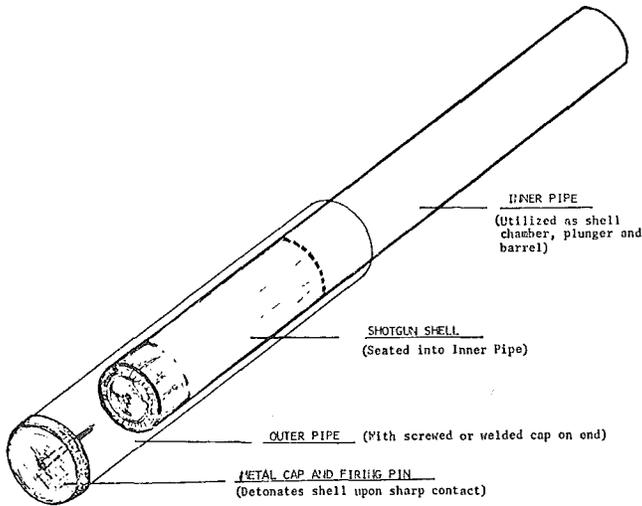
Cited

For his loyalty and support of the aerial enforcement program in District No. 3, Trooper-Pilot James H. Grover was recently cited with a commendation from his commanding officer. District No. 3 enjoys obvious success in carrying out a most productive aerial program, attributable not only to the men on the ground, but also, in this case, to the principle catalyst, the pilot himself.

W A R N I N G: Murder Device

A device appearing to be a red highway fuse is in reality a shotgun used to murder law enforcement officers. The assassination weapon is reportedly being used by motorcyclists in the western U.S. It is usually strapped to the seat of the cycle for handy access to use or discard. To fire, the inner pipe is grasped by the first, aimed at the target with the outer pipe resting against the leg, gas tank or seat of the cycle. The inner pipe is then plunged downward, causing the shell to strike the firing pin and detonate.

Close inspection will reveal the device to be somewhat larger in diameter than a highway fuse, and the paper wrapping is not the same texture.



DAP Situation: A car suddenly passes so close, you're forced off the road .....think -- what would you do? Following are the correct answers with which to check against your own conclusions.

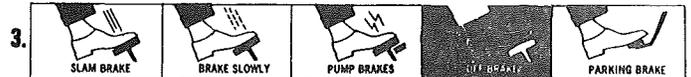
HERE ARE THE CORRECT ANSWERS!



1. Keep your eyes STRAIGHT AHEAD. Don't worry about the fellow behind you. Worry about keeping control of the car and avoiding hazards that just lie ahead.



2. DECREASE GAS SLOWLY and let the car coast to a crawl. Any sudden deceleration of the car could cause you to lose control.



3. Keep your foot OFF THE BRAKE. Any braking action, particularly when one of the tires is still on the pavement, may cause you to veer sharply in a dangerous direction. Let the car slow down naturally, if there are no hazards ahead.



4. GRIP THE WHEEL FIRMLY. A soft shoulder makes it very difficult to steer. If one wheel is off the pavement, you will probably find the car pulling very strongly to the right. Fight to keep the car headed straight.



5. DON'T SHIFT. You must not take your hands off the wheel for even a second.



6. DON'T SIGNAL. Don't worry about signaling. Your primary concern is to maintain control while your car is slowing down. This means both hands on the wheel—at all times!

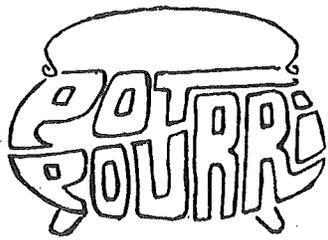
**Additional control measures:** If one or two wheels are off the road, do not turn sharply back onto the pavement. This could cause a skid. However, if the shoulder is much lower than the road, you will have to turn sharply. Be careful! If possible, don't try to get back onto the road until your car has sufficiently slowed down to make a safe reentry.

**SAFETY HINT: Regular brake care**

It is imperative that your brakes always be in top operating condition. Any defect is a serious defect and should be repaired at once. The brakes should begin to grip almost immediately after the brake pedal is depressed. The pedal should stop at least two inches from the floor. Be certain that the hydraulic fluid level is checked every 1,000 miles. Have the brake linings checked several times a year and replace them at the first sign of wear, not after they are worn out. Twice a year, have the entire braking system examined completely and adjustments made as necessary.

SMOKEY BADGER  
Published by the Wisconsin State Patrol  
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Director, Enforcement Bureau of the  
Division of Motor Vehicles  
Captain Corwin F. Holmquist  
EDITOR  
Mrs. Frieda M. May  
COMPOSITOR

An Accident  
Can Clip  
Your Plans



● New York State is implementing a new traffic accident reporting system for the state's motorists. The major components

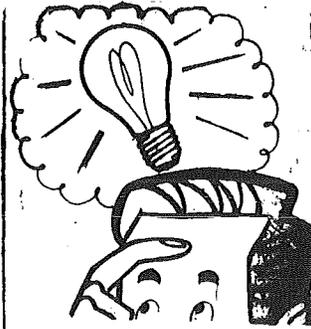
of the new system are revised accident reports, for both the law enforcement personnel who investigate the accidents and the drivers who are involved. The main thrust has been toward simplification of the report form, and for the law officers, it means mostly that it can now be completed in the field and in considerably less time than the process used to take.

● The Nebraska State Department of Roads in studying the studded tire situation has found as a result of a survey of I-80 that some sections have ruts of an inch to an inch and one half deep from the studs. Omaha city officials, working for a ban on tires with studs within that municipality, stated flatly that their study shows wear on heavily traveled concrete streets is about one-eighth inch a month and about half an inch a year for the months that studded tires are used.

● A London bobby, a Spanish Guardia Civil officer, a German police commissioner, an Italian carabinieri, a gendarme each from Belgium, Holland, Luxemburg and Switzerland, and two members of the Louisiana State Police gathered recently in Paris, France to give their opinions of French highway safety on a TV show. Their findings: French drivers are reckless, given to showing off, and have no respect for pedestrians. The professional traffic enforcers had another thing in common: they all speak French!

● The Seventh Circuit U.S. Court of Appeals has upheld Greyhound's policy of not hiring inexperienced drivers over age 35. The bus company has presented "persuasive" evidence that such a policy is for the protection of passengers. The Department of Labor has brought suit, arguing that Greyhound was in violation of the 1967 Age Discrimination in Employment Act. Greyhound own records show that the safest drivers are those with 16 to 20 years of driving experience between 50 to 55 years of age.

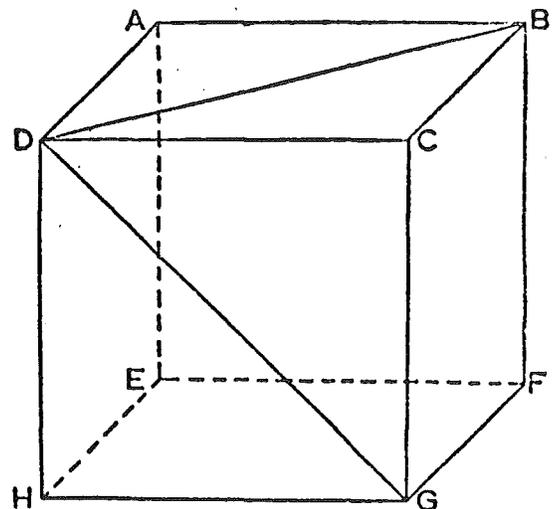
### BRAINBUSTER



The answer to May's "Brainbuster" is:  
(1) Seven each of cards showing 1,2,3,4,5,6 and six each of cards showing 0,7,8,9 will be needed, making 66 cards.

(2) If cards showing 6 and 9 are interchangeable, eight of these dual-purpose cards will be needed instead of seven cards showing 6 and six of the cards showing 9. Five fewer cards will be needed.

How about this one: Diagonals, BD and GD in the illustration, are drawn on each of two adjoining faces of a cube, so that they meet at one of the corners of the cube. What is the angle between the two diagonals?



### Accident of the Month

#### DISCUSSION

The accident review committee decision was PREVENTABLE. Investigation of vehicle #1 revealed that nothing was wrong with the brakes. Furthermore it was discovered that the driver was going about 48 mph in a 30 mile zone. Considering the weather and road conditions, the speed should have been 25 mph at the maximum.

If the driver had attempted to guard himself against the vehicle he "thought" might run the stop sign, he would have lowered his speed. Consequently, had he taken this defensive action he would of have had enough control to stop at the intersection.



P A R T Y L I N E

**Taking No Chances:**

Tpr. Floyd Branchfield first spent 1-1/2 hours with 115 Wittenberg kindergarten and first grade kids--reading "Policemar Dan" and "Peter and the Police Man" and cementing relations with the kids (and the local dentist) by passing out candy --then another 3-1/2 hours showing SIGNAL 30 to the 65 pupils in Driver Education classes, followed by a talk about the problems of being an adult driver, the financial responsibility law and finally fielding questions from the floor in relation to rules of the road.

Tpr. Don Lyon took on 220 kids at Wausau West High School with the same idea in mind: rules of the road and how to undo some of the disasterous "home-taught" views and bad examples of how to drive a vehicle.

**Commendatory Letter**

Cited for his part in the John Doe Investigation involving an Ozaukee County commercial firm, Inspector John Donley was commended in a recent letter from Major Litkey. With the assistance of Inspectors Smetana, Wonders and Cox, Donley, with dogged persistence, squeezed out a total of \$3,611.83 in unpaid and delinquent registration fees from the offending company. It didn't hurt a thing either that gutty District Attorney James LaPointe steadfastly stood behind Donley and demands which were being made for collection of these fees.

Lieutenant Jim Jeatran received this through the mail. Blame it on a computer?

Mr. J. Jeatran Leut  
Wis St patrol Academy  
Camp Mccy  
Sparta, WI 54656

Dear Mr. Leut:

**School Daze**

One-fifth of the Advanced Traffic Administration graduating class of Central Missouri State University, Warrensburg, on Friday evening, May 17, 1974, was Wisconsin State Patrol, as represented by Inspector George Eder and Sergeant Casey Ryan. These two, along with officers from Ohio, Colorado and Missouri, were in a class of 10 who completed the 11-week course which covered subjects related to all phases of law enforcement. It is anticipated that along with using the information and wealth of knowledge garnered through the instruction period, Casey will be expounding at great lengths on personal experiences which indelibly left their mark during his sojourn down there in the "Bible Belt".

Police Communications Dispatcher Samuel Bush received his Bachelor's Degree in Administration from the Univ. of Wis. - Eau Claire.

Mary (Mrs. Vince) Dunn, Inspection Services Secretary in the Bureau was recently honored with recognition certificate presented by the Dane County Committee on Aging and the Madison School Community Recreation Department for her part in promoting growth of senior citizen organization in the county. Mary is coordinator and hostess for the Fitchburg Golden Agers, Town of Fitchburg.

In "Sick bay": Trooper Paul Lauder, District No. 1, is in the University Hospital, Madison, for knee surgery.

Trooper Paul Waterman's wife (Phyllis) is currently hospitalized at Saint Joseph's Hospital with a serious back problem. She will be hospitalized for about 3 weeks. Trooper Waterman has been caring for their seven year old daughter while Mom is recuperating.

**CARELESS PEOPLE**

**GET CARRIED AWAY!**



W E L C O M E  
A B O A R D

Jane Wood, from Sauk City, is the new Chem Test Clerk in our Chemical Test Unit. She is married and enjoys many activities such as sewing, piano and saxophone playing, reading and bike riding. Jane was transferred from DOT, Driver Record File. We Welcome you, Jane!!

F A R E W E L L

May 29, 1974 was the last day of work for Grace Lewis as a Clerk II in the Chemical Test Unit. She plans to take a trip to Florida, then on to New York to live.

We all wish her the Best!!

The following letter received is of Great Thanks and Appreciation.

May 20, 1974

Captain Corwin Holmquist  
Enforcement Bureau  
Division of Motor Vehicles  
Hill Farms State Office Building  
Madison, Wisconsin 53702

Dear Corky:

I would like to use this letter as the vehicle to express my thanks to all my department friends for the wonderful retirement party in my honor. I hope you will be able to put it in the next issue of Smokey Badger.

First, thanks to you, Bob Hyer, Mary Dunn and Arlene Kirchesh who did such a beautiful job of organization. A professional committee couldn't have done better. Speaking of professionals, you handled the N.O. task like a pro, and I appreciate it! Also, my thanks to Frieda May, Judy Stebbins, Tom Orth, and others who helped the committee.

I also want to thank the people at the head table whose speeches and presentations made me realize what a wonderful guy I really am. If I had known it before, I would have asked for an increase in the paycheck. They laid it on me a little heavy, but I liked it!

And finally, I was overwhelmed by the large turn-out. One of the greatest pleasures in life is the warm feeling of friendship. My cup of friendship still runneth over.

I appreciate the opportunity to use Smokey for my message of thanks for the wonderful evening, and the radio, until such time as I can personally thank you all.

Sincerely,

*Bob*  
Bob Cromeo

On the evening of May 14, 1974, the Crawford County Law Enforcement Officers Association held their annual award program at Geisher's Supper Club, with representatives of Federal, State, County and Municipal agencies present.

Trooper Robert J. Zukas of District 5 was presented a letter of appreciation and a plaque of commendation for his excellent teaching of self-defense to the local officers. The award presentation was made by Sergeant Kenneth "Bud" Miller on behalf of the Association.

Guest speaker for the occasion was Special Agent in Charge of the Wisconsin FBI Herbert E. Hoxie. Civilian dignitaries included County Board Chairman Dillman and Prairie du Chien Mayor Winter.

## In Memoriam

Funeral services were held for retired Inspector Merlin H. Ross at Presentation Church, North Fond du Lac, on Friday, May 3, 1974 at 11:00 A.M. The Guard of Honor were Captain Wilbert De Guire, Lieutenant Jerome D. Klug, Sergeant Frederick F. Frater, Trooper Jack Hendry, Trooper Mike Caramanidis, and Trooper Thomas Krummel. The Pallbearers were Sergeant Arthur School, Inspector Edward Pohan, Inspector Richard Preller, retired Inspector Arnold Loeffler, retired Investigator Raymond Meilahn and Mr. Anderson.

Trooper Duane Frey's Father passed away at his home in Minnesota on April 17. Burial was in Minnesota.

Long-time associate of law enforcement and former sheriff of Calumet County, Mrs. Lucille M. Kosmosky was laid to final rest on May 11, 1974 at Brillion Cemetery following services at Saint Martins Lutheran Church, Chilton.

Rollie Rasque's Mother, Mrs. Myrtle Rasque, age 87, of Blue River, died at Boscobel, May 21. The funeral was held at the United Methodist Church, Blue River on Saturday, May 25, 1974.