

WISCONSIN STATE PATROL

DEC 16 1974

Collection



# Smoky Badger

SAFE DRIVER AWARD



Funny thing about safety--sooner or later the smart ones learn that you can't do without it! Safety on the highway is one thing that we as an agency of the public trust can't ignore and do without. We are example-setters and principle upholders. Safety on the highway has brought all of these fellows awards for their ability and responsibility to the safe operation of their vehicles. Congratulations to the recipients of the Safe Driver Awards:

- |                                 |                               |
|---------------------------------|-------------------------------|
| 18 yr. - Tpr. Jack R. Hendry    | 9 yr. - Tpr. Andrew J. Doffek |
| Tpr. Warren E. Holden           | Tpr. Phillip B. Overgard      |
| Sgt. Lloyd E. Lind              | 8 yr. - Tpr. James H. Grover  |
| 17 yr. - Sgt. John M. Bartol    | Tpr. Donald L. Lyon           |
| Sgt. Charles W. Foley           | 7 yr. - Tpr. Floyd J. Black   |
| Tpr. James D. Koontz            | Insp. Donald M. Boinski       |
| Tpr. William P. Liedke          | Insp. John C. Bretzel         |
| Insp. Ronald E. Wick            | Tpr. Richard T. Swanson       |
| 16 yr. - Lieut. Jerome J. Blied | Insp. James W. Von Haden      |
| Tpr. LeRoy E. Helgeson          | 6 yr. - Tpr. Gerard H. Bell   |
| Tpr. Daniel S. Holzem           | Tpr. Everett S. Biles         |
| Tpr. Robert H. Janssen          | Tpr. Gerald W. Bond           |
| Comm.Tech. Franklin E. McNally  | Tpr. Raymond T. Charles       |
| Tpr. Ralph A. Moehrke           | Tpr. Rodney G. Day            |
| 15 yr. - Insp. Roy R. Jarzynski | Tpr. Ronald C. Disher         |
| Major Jerome D. Lacke           | Tpr. Larry C. Doxrude         |
| Inv. Addison E. Weiland         | Tpr. Richard L. Guy           |
| Tpr. Kenneth E. Ziemer          | Tpr. Jerry L. Hair            |
| 14 yr. - Insp. John M. Andersen | Tpr. William G. Humphreys     |
| Insp. Charles E. Chapman        | Tpr. Marlen J. Kahl           |
| Tpr. George E. Daniels          | Tpr. Gerald A. Kappmeyer      |
| Comm.Tech. Allen H. Habeck      | Tpr. Arlin C. Kittel          |
| Lieut. Thomas M. Price          | Tpr. Terry S. Knutson         |
| Lieut. George P. Wenzel         | Tpr. Richard R. Kort          |
| 13 yr. - Inv. Orvin G. Ritter   | Tpr. Michael J. Kramer        |
| Inv. John Snell                 | Tpr. Thomas M. Krummel        |
| Sgt. Edward F. Taylor           | Tpr. Norman L. Kuderer        |
| 10 yr. - Tpr. Louis D. Black    | Tpr. John W. Lyman            |
| Inv. Harry A. Blair             | Tpr. George A. Menart         |
| Chem.Tech. Gerald L. Decker     | Tpr. Gary K. Moe              |
| Capt. Wilbert C. DeGuire        | Tpr. Steven B. Montaba        |
| Tpr. Eugene M. Fitzgerald       | Tpr. Keith I. Nollenberg      |
| Tpr. Thomas M. Patrie           | Tpr. Thomas E. Osteen         |
| Tpr. Roger A. Steiner           | Tpr. David L. Paulsen         |
| Tpr. William R. Werbeckes       | Tpr. William E. Peterschmidt  |
| Tpr. Robert J. Zach             | Tpr. Stanley P. Pitt          |

6 yr. - Tpr. Robert H. Prout  
 Tpr. Donald R. Randall  
 Tpr. Robert W. Sanders  
 Tpr. Evan R. Schwartz  
 Tpr. James B. Skaare  
 Tpr. Neil B. Tuchalski  
 Tpr. Paul F. Waterman  
 Tpr. Phillip T. Wenzel  
 Tpr. Jerold L. Witte  
 Tpr. Rodney C. Zimdars  
 5 yr. - Tpr. Dennis F. Ebner  
 Tpr. James P. Ford  
 Tpr. Charles W. Holl  
 Tpr. Bobbie D. Hoyt  
 Tpr. Ronald G. Niemann  
 Tpr. Bryan G. Peth  
 Insp. David M. Pfeuffer  
 Tpr. Raymond T. Schwochert  
 Tpr. Donald W. Thompson  
 Tpr. Frank M. Van Horn, Jr.  
 Tpr. Ronnie R. Walheim  
 4 yr. - Tpr. Jeffrey J. Jansen

4 yr. - Insp. Llewellyn P. Kroenke  
 3 yr. - Tpr. James E. Fox  
 Tpr. Kersten P. Rocksvold  
 Insp. Eugene H. Thompson  
 Tpr. Douglas L. Van Buren  
 2 yr. - Tpr. Max L. Allison  
 Tpr. Alvin L. Bishop  
 Tpr. Jerome E. Borzymowski  
 Tpr. Jimmy S. Brown  
 Tpr. Laurance R. Burzynski  
 Tpr. Gary R. Cravillion  
 Tpr. James H. Hanson  
 Tpr. Steven C. Hanson  
 Tpr. David C. Heinle  
 Tpr. Robert A. Knueppel  
 Tpr. Larry D. Krueger  
 Tpr. Scott G. Lindemann  
 Tpr. Joseph L. Noll  
 Tpr. Robert W. Pileggi  
 Tpr. William M. Shaver  
 Tpr. John D. Singleton  
 1 yr. - Tpr. Gerald B. Wojtalewicz

#### BUREAU FLEET SAFETY PROGRAM

The accidents accumulated by the Bureau for the period ending November 30, 1974 total 70. Last year we had recorded 79 accidents for the same period of time. Remember that some of the worst months weatherwise lie ahead. We must be thinking of adjusting our driving to compensate for the many hazards peculiar to this time of year.

#### NATIONAL STANDINGS

With eight months of the National Fleet Safety Contest tucked away, the Wisconsin State Patrol stands in second place with eight fleets competing. Our rate is 3.28 accidents per one million miles of travel and the fleet average for our group is 5.44 per million miles.

#### 1974 FLEET ACCIDENTS

	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>JUN</u>	<u>JUL</u>	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>	<u>TOTALS</u>
Hdqrs.	0	0	0	0	0	1	1	0	0	0	0	2
Academy	0	0	0	0	0	0	0	0	0	0	0	0
Dist. 1	3	0	3	1	0	0	1	0	2	3	1	14
Dist. 2	1	2	3	2	1	2	2	3	1	4	2	23
Dist. 3	0	2	0	2	0	3	0	0	0	1	1	9
Dist. 4	1	0	0	0	1	1	1	1	1	1	0	7
Dist. 5	0	1	1	0	0	0	0	0	0	1	1	4
Dist. 6	1	0	1	0	1	0	0	0	0	1	1	5
Dist. 8	0	0	0	0	1	1	0	1	0	1	2	6
TOTALS	6	5	8	5	4	8	5	5	4	12	8	70
Insp.	2	0	1	1	0	1	2	0	0	2	2	11
Tpr.	3	5	7	4	4	6	2	4	4	9	5	53
Sgt.	1	0	0	0	0	0	0	1	0	0	1	3
Lieut.	0	0	0	0	0	0	0	0	0	0	0	0
Capt.	0	0	0	0	0	0	0	0	0	1	0	1
Comm. Tech.	0	0	0	0	0	0	1	0	0	0	0	1
Chem. Tech.	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	1	0	0	0	0	0	1



## THE STEERING COLUMN



Col. Lew V.  
Versnik

Support for the police mission has been in serious stages of lagging for some time. The emphasis placed on rights of the individual has cut deeply into the effectiveness of the police mission. Economic, social and ego forces wrestling for position have thrown the police on the cutting edge of change because they are in the front lines of the struggle, often garbed in masks and jump suits, representing the uncompromising position of status quo. We may never succeed in finding a common ground, of finding a way of dividing up the responsibility for policing, so that law enforcement becomes a job that is done WITH the people rather than TO them. The basic rule that applies in the control of human behavior is simply that any law must be preceded by a high degree of voluntary compliance if it is to work. In seeking to accomplish our goals, in our contacts with the public remember that our uniform and how we wear it creates an image; what we say and how we say it also creates an image. Our goal is to make the highways safer and the ideal is to accomplish the mission with citizen support.

### FINAL STANDINGS 1974 IN-SERVICE SHOOTING FOR RECORD

#### EXPERT

Tpr. William R. Werbeckes	Dist. 3	299	14X
Tpr. David R. Wrecke	Dist. 2	299	13X
Tpr. Peter C. Schreiber	Dist. 2	298	12X

#### SHARP SHOOTER

Tpr. Jimmy S. Brown	Dist. 2	297	7X
Tpr. Lawrence B. Junion	Dist. 3	294	4X
Sgt. Lowell J. Nelson	Dist. 6	292	7X

#### MARKSMAN

Tpr. Gerald W. Bloedow	Dist. 3	288	4X
Tpr. Wallace J. Knutson	Dist. 6	284	9X
Tpr. James F. Schmerse	Dist. 3	282	14X

Trooper Gerald P. Baumbach, District No. 1, most improved shooter - shot 89 points over last year, from 176, 1973 to 269 in 1974.

Van sez: "If at first you don't succeed, you'll get a lot of free advice from others who didn't either."

## JULY STATISTICS

**M**OTOR-VEHICLE deaths in July 1974 totaled 4,430, a decrease of 17 per cent from the July 1973 total of 5,340. The July 1974 total is the lowest recorded since the July 1965 total of 4,243.

Deaths for the first seven months of 1974 totaled 24,890, a decrease of 22 per cent from the seven-month total for 1973 of 31,940. The total for the first seven months of this year is the lowest recorded since the 1963 total of 22,946 for seven months. Deaths for the 12-month period ending July 1974 totaled 48,550.

Disabling injuries for the first seven months of this year are estimated at slightly more than 870,000. 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 seven months of 1974 is estimated at about \$7.5 billion.

Based on preliminary vehicle mileage reports for this year, the estimated mileage death rate for the entire year would be 3.4 (deaths per 100 million vehicle miles) a 19 per cent decrease from the 1973 rate of 4.2.

### Motor-Vehicle Deaths

Months	DEATHS			
	1971	1972	1973	1974
January	4,000	4,140	4,020	3,020
February	3,400	3,580	3,540	2,660
March	3,700	4,150	4,320	3,240
April	4,410	4,440	4,620	3,560
May	4,690	4,760	4,860	3,790
June	4,480	4,900	5,240	4,190
July	5,470	5,500	5,340	4,430
7 Months	30,150	31,470	31,940	24,890
August	5,100	5,220	5,170	
September	4,650	5,040	4,950	
October	5,400	5,330	5,330	
November	4,500	4,680	4,270	
December	4,900	4,860	3,940	
TOTAL	54,700	56,600	55,600	48,550†

## BEHIND THE WHEEL

It is interesting to note the logic of reserve Judge Thomas J. O'Brien of St. Croix County who sat in County Court Waukesha and dismissed a speed charge brought in by the State Patrol on the strange grounds that he felt it was wrong for the state police to use an unmarked squad car, equipped with radar, to apprehend speeders. He followed that up with this remarkable-for-a-judge statement "If you are keeping up with the traffic flow, 67 miles an hour is sure not unreasonable on that freeway." Perhaps he would condone murder on the basis that the victim would have perished anyway, given more time. Or, what chance would a plain clothes detective have in his court upon bringing in a suspect on any charge if Judge O'Brien is guided by his liberal standards of rationale? The State Patrol echoes the words of Captain Jack W. Jorgensen who said that his officers would continue to enforce the 55 miles per hour speed limit "using all the tools at our disposal" including unmarked cars. The Emergency Energy Speed Law was enacted specifically for a reason--to conserve energy and save lives. Until that law is changed, 55 miles per hour is the maximum. The judge was elected to be merciful when circumstances require, but we do not believe that it is his privilege to encourage the breaking of the law.

## TRAFFIC DIE-GEST

**M**OTOR-VEHICLE deaths in August 1974 totaled 4,590, a decrease of 12 per cent from the August 1973 total of 5,220. The August 1974 total is the lowest recorded for the month since the August 1963 total of 4,321.

Deaths for the first eight months of 1974 totaled 29,490, a decrease of 21 per cent from the eight-month total for 1973 of 37,180. The total for the first eight months of this year is the lowest recorded since the 1963 total of 27,267 for the first eight months. Deaths for the 12-month period ending August 1974 totaled 48,110.

Disabling injuries for the first eight months of this year are estimated at about 1.1 million. 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 eight months of 1974 is estimated at slightly more than \$10.6 billion.

Based on preliminary vehicle mileage reports for this year, the estimated mileage death rate for the entire year would be 3.5 (deaths per 100 million vehicle miles), a 19 per cent decrease from the 1973 rate of 4.3.

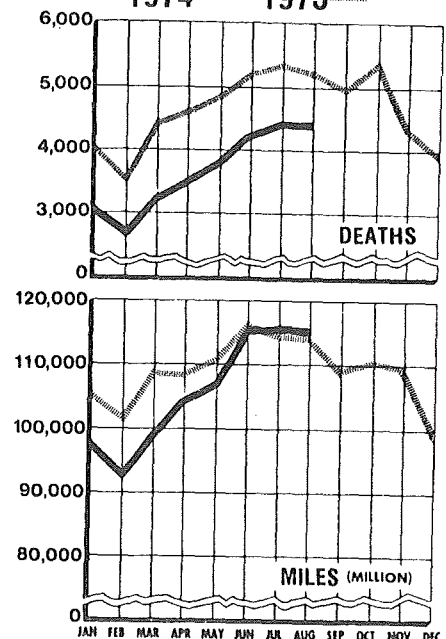
### Reductions at the End of August

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

States	
Utah .....	-44%
North Dakota .....	-41%
Rhode Island .....	-35%
Connecticut .....	-32%
Arizona .....	-32%
Indiana .....	-31%
Missouri .....	-31%
Kentucky .....	-31%
Mississippi .....	-30%
Louisiana .....	-29%
South Dakota .....	-26%
New Jersey .....	-25%
Nevada .....	-25%
Michigan .....	-24%
California .....	-23%
New York .....	-23%
Wisconsin .....	-23%
Iowa .....	-23%
Kansas .....	-23%
Vermont .....	-23%
Ohio .....	-22%
Maryland .....	-22%
Nebraska .....	-4%
Alabama .....	-22%
Illinois .....	-21%
Texas .....	-20%
Arkansas .....	-20%
Georgia .....	-19%
Delaware .....	-19%
Massachusetts .....	-18%
Florida .....	-17%
North Carolina .....	-17%
Minnesota .....	-17%
New Mexico .....	-17%
Idaho .....	-16%
Virginia .....	-15%
Colorado .....	-15%
West Virginia .....	-15%
Hawaii .....	-14%
South Carolina .....	-13%
Maine .....	-13%
Tennessee .....	-12%
Washington .....	-12%
Pennsylvania .....	-6%
Oklahoma .....	-5%

### MONTHLY MOTOR VEHICLE DEATHS AND TRAFFIC TRENDS

1974 — 1973



## TRAFFIC DIE-GEST

This summary of motor vehicle traffic accident information which you can use in your contacts with the public is taken from the National Safety Council's TRAFFIC SAFETY magazine.

**M**OTOR-VEHICLE deaths in September 1974 totaled 4,240, a decrease of 15 per cent from the September 1973 total of 4,990. The September 1974 total is the lowest recorded since the September 1963 total of 4,032.

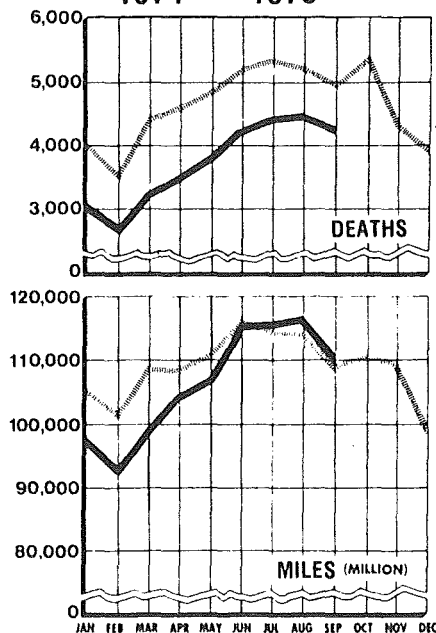
Deaths for the first nine months of 1974 totaled 33,730, a decrease of 20 per cent from the nine month total for 1973 of 42,170. The total for the first nine months of this year is the lowest recorded since the 1963 total of 31,299 for nine months. Deaths for the 12-month period ending September 1974 totaled 47,360.

Disabling injuries for the first nine months of this year are estimated at more than 1.2 million. 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 nine months of 1974 is estimated at slightly more than \$12.1 billion.

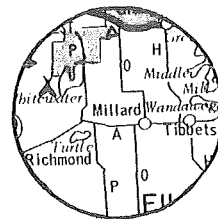
### MONTHLY MOTOR VEHICLE DEATHS AND TRAFFIC TRENDS

1974 — 1973



## 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)



In last issue of S-B we ran a map showing Collins. Well, Duane Zabel and "Old Gravel Voice" Williston responded--and did we get a response from Margaret (Mrs. Carl) Zutz! Glad to hear from you all. Part of Margaret's response is in the "Party Line" section. That girl is O.K.



## Reductions at the End of September

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

### States

Utah	—40%	Georgia	—21%
Kentucky	—33%	Kansas	—20%
North Dakota	—32%	Illinois	—20%
Rhode Island	—31%	North Carolina	—18%
South Dakota	—30%	Virginia	—18%
Missouri	—29%	Iowa	—18%
Louisiana	—29%	Florida	—16%
Connecticut	—29%	Minnesota	—15%
Arizona	—29%	Massachusetts	—14%
Indiana	—28%	Tennessee	—14%
Mississippi	—26%	Alabama	—13%
Nevada	—25%	South Carolina	—12%
New York	—23%	Washington	—11%
Arkansas	—23%	New Mexico	—11%
Delaware	—23%	Idaho	—11%
California	—22%	Maine	—10%
Ohio	—22%	Hawaii	—10%
Michigan	—22%	Pennsylvania	—8%
New Jersey	—22%	Colorado	—8%
Wisconsin	—22%	West Virginia	—8%
Maryland	—22%	Nebraska	—6%
Vermont	—22%	Oklahoma	—4%
Texas	—21%	Montana	—3%



"SPEAKING OF HISTORY"

This memo turned up from the archives, but there was no indication that the missing clipboards turned up too.

To: Lieutenant H. J. Fuhrmann  
Commander, District No. 4  
Wisconsin State Division  
Patrol

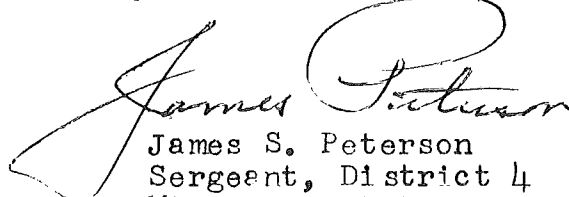
Date August 7, 1959

Re: The use of Abrams Scale  
on July 31 by the State  
Highway Commission.

On August 6, 1959 Inspectors Stenzel and Cravillion called to my attention the fact that when they resumed operation of the Abrams Scale after the State Highway Commission had used the scale on July 31, they noted that both of their relatively new clip boards were missing from the scale premises.

In place of these two missing clip boards was left one rather old clip board with the name Leon W. Luick printed on same. Since these newer clip boards are charged out to Inspectors Cravillion and Stenzel, I believe that we should make an effort to retrieve same.

I would suppose that it was an over-sight on the part of the State Highway Commission employees and that they erroneously picked up the two newer clip boards and left the old one.

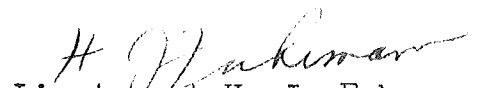
  
James S. Peterson  
Sergeant, District 4  
Wisconsin State Patrol

JSP:jb

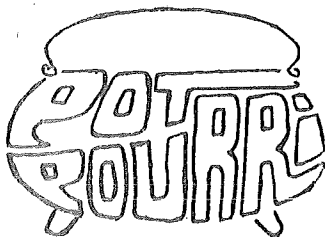
To: Captain Briese

August 10, 1959

The above report is from Sergeant Peterson regarding missing clip boards from Abrams Scale when used by the State Highway Commission crew.

  
Lieutenant H. J. Fuhrmann  
Commander, District No. 4  
Wisconsin State Patrol

HJF:jb



- Last winter a pedestrian in Wales became quite taken with the slogan: "At Night Wear Something White."

So he put on a long white coat--and was run down by a snow plow. . . .

- A ruling by the Kentucky Attorney General's office held that a drunk person sitting behind the wheel of a car in the parking lot of a restaurant that is closed could be convicted of drunken driving. The Assistant State Attorney General said two obvious reasons for the law prohibiting drunkenness in a public place were to protect the public from exposure to a distasteful exhibition and to protect the drunk person from actions of others. Each case would be decided on the particular facts involved.

- Governor Milliken signed into Michigan law a bill providing for stringent regulation of automobile repair shops. Its provisions will take effect in stages until 1978 when the measure will take full effect. Some parts of the law will start in April 1975. All will be licensed, must have at least one master mechanic or certified specialist in each type of repair work the shop performs. Written estimates will be mandatory and must be held to except when customers approve change. Customers must be allowed to inspect parts which have been replaced. Criminal penalties are provided for excessive violations.

- National Highway Safety Advisory Committee report shows that adult deaths involving bicycles are on the rise--in fact bicycle deaths over-all increased some 39% while the fatality rate for motorists and pedestrians had decreased by 25%. Adult bicycle deaths more than doubled, although the fatality rate for bicyclists under age 15 decreased from 78% to 50%.

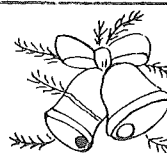
- Why 55 miles per hour? The DOT rated a 4,000 pound car for gas consumption in relation to speed. Results: 11.08 mpg at 70 mph; 13.67 mpg at 60 mph; 16.98 mpg at 50 mph; and, 14.89 mpg at 40 mph. The study concluded that maximum mileage is realized at between 50 and 55 mph. Speeds above and below that do not save gasoline.

- A 16 member delegation from Nagano, Japan visited Missouri recently and one of the stops on their tour of that state was the Missouri Highway Patrol. Each year visitors from their far east "sister state," Nagano, come to Missouri to exchange cultural and business ideas. The Japanese visitors stay overnight in the homes of interested families.

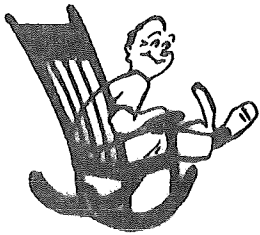
- New Zealand's safety belt law went into effect two years ago, in June of 1972. It requires all front seat passengers to be belted. Since that time, front seat fatalities have leveled off, while back seat passenger fatalities have risen.

- News About Booze: In Kansas, during the four months of the Topeka Alcohol Safety Action Project, March 1 to June 30, 1974, there was a 171% increase in DWI arrests, while the alcohol-related crashes were down 12%. A special prosecutor and special judge have been hired for ASAP cases only. No more than 15 working days elapse between apprehension and the defendant's first day in court.

In Denver, Colorado, fatalities were reduced by 33.8% during the three year action phase of ASAP, although fatalities in the non-ASAP area went down only 8%.



*Season's Greetings*



FOR THE  
ROCKING CHAIR  
SET

- Charles L. Janssen, Inspector I, District No. 3, has been promoted to Trooper I, September 15, 1974 and assigned to District No. 1.
- Judy Stebbins, Typist 2, State Headquarters, Inspection Services Unit, has been transferred to District No. 1, effective September 23, 1974.
- Dale Lawton, PCO I, State Headquarters has resigned his position effective September 28, 1974 to accept a position of DLE I with the Bureau of Driver Control.
- Eldon Cole, AA I, District No. 1 who was on medical leave of absence has returned to work October 18, 1974.
- LeRoy A. Dahl, Inspector I, District No. 6 has been granted a lateral transfer to the position of AA I, District No. 4, October 27, 1974.
- Trooper Delburn R. Walter, District No. 1, who was on medical leave of absence, returned to work October 27, 1974.
- Trooper George L. Sickler, District No. 1, has resigned his position effective November 6, 1974.
- Edward L. Snively, PCO 2, District No. 6, has been granted a medical leave of absence from November 19, 1974 to January 18, 1975.
- Thomas J. Brah, PCO 2, District No. 2, who was granted a medical leave of absence from October 31, 1974 to January 1, 1975, is now working half days.
- Trooper William P. Liedke, District No. 8, has been granted a medical leave of absence from October 30, 1974 to January 26, 1975.

- Trooper Kenneth B. Ganser, District No. 1, has resigned his position November 15, 1974.
- Trooper Paul Lauder, District No. 1, has been granted an extension of his educational leave of absence from November 11, 1974 to June 11, 1975.
- Andre Hagen has been reinstated as a PCO 2, in the Communications Unit at State Headquarters, November 10, 1974.
- LaVon Flynn, Admin. Secretary I, Investigation Unit, State Headquarters, has resigned effective November 15, 1974 to accept a position with the Oregon School system.
- Irene Kraut, Admin. Secretary I, Communications Unit, State Headquarters, has resigned effective November 15, 1974 to accept a promotional position with the Dept. of Administration.
- Paul H. Theiler has been reinstated as a Motor Vehicle Inspector I, effective November 10, 1974 and is assigned to duty in District No. 1.
- Cynthia L. Stenjem, Typist 2, P.C.I.U., State Headquarters, has been reclassified to Typist 3, effective November 10, 1974.
- David L. Wieman, Building Maintenance Helper 2, District No. 5, has been reclassified to Facilities Repair Worker I, November 10, 1974.
- Trooper Ronald H. Helland, District No. 1, has resigned his position effective November 23, 1974.
- John C. O'Mera, Motor Vehicle Inspector I, District No. 6, has resigned his position effective November 23, 1974.
- Louis A. Goff has been reinstated as a Clerk 2 in the Communications Unit, State Headquarters, November 18, 1974.
- James Allen Wichrowski, Trooper 2, District No. 2, legally changed his name to James Allen Wix, effective November 4, 1974.





## PARTY LINE

President Don R. Campbell of the International Association of Auto Theft Investigators named Donald Seno to the post of Regional Director for the I.A.A.T.I. for the year 1974-75.

Both John Stasny and Walt Dunford contributed this item. This could be considered definitely a safety-related and energy conservation no-nonsense approach to sensible driving.

## You Won't Believe It!

Two interesting experiments with speed took place in Germany. A couple of automotive accessory manufacturers took two identical cars, fitted them with instruments that measured every detail of the trip, and sent them out on 1,000 mile journeys. One driver was told to make the best time he could, the second was told to avoid risk and move as the traffic flow permitted.

The speed-demon finished 31 minutes ahead of the slower driver after nearly 1,000 miles. He drove for 20 hours and 12 minutes, braked 1,339 times, passed 2,004 cars and was passed by only 13. The slow driver braked 652 times, passed 645 times, and was passed 142 times in 20 hours, 43 minutes.

The Score?	The 'Slow' Driver	The 'Fast' Driver
Distance Covered	1,000 miles	1,000 miles
Elapsed Time	20 Hrs., 43 Min.	20 Hrs., 12 Min.
He Passed	645 Cars	2,004 Cars
He Was Passed By	142 Cars	13 Cars
He Used His Brakes	652 Times	1,339 Times

### THINK ABOUT THIS:

He saved 31 minutes! out of 20 hours!  
- 3 times the accident exposure! plus...

He had 3 times the brake and tire wear!  
- 3 times the wear and tear on the driver.

He passed 3 times as many cars!

### AND AGAIN!

Unconvinced, West Germany's biggest motor club tried it "on their own" over an 800-mile run. The fast car took 16 hours and 52 minutes; the slow one took 21 minutes longer. **THE FAST DRIVER USED 10 MORE GALLONS OF GAS THAN THE SLOW ONE!**

Card of Thanks: "Thank you to all who sent cards, gifts and letters while I was off with my health problem."

--Del Walters

Trooper John Prarizzi's Retirement Party is set for Thursday, January 16, 1974 at Connie's Supper Club, Hurley.

Sgt. Paul Genna put on a mask and an old coat and tried to scare everybody around District 1 at Halloween, but one of the girls spoiled it for him when she remarked "My, such an improvement."

## IN SICK BAY

Trooper Timothy Stricker, District No. 2, injured in an accident was in Sheboygan Memorial Hospital and is now presently at home.

Sergeant Robert Lovas, Dist. 2, was in West Allis Hospital for his back in October and is now back at work.

PCO Thomas Brah, Dist. 2, was hospitalized for cancer and is now working half days.

Sergeant Henry Leffin, Dist. 5 is in Theda Clark Hospital, Neenah, for corrective back surgery, scheduled for 12/5/74.

## In Memoriam

PCO Jim Humphrey of District No. 6 Comm. Center, Eau Claire, lost his father on October 8, 1974.



David John was the name Insp. Gordon Barkow and wife, Nadine chose for their new son, born on October 31, 1974 at St. Agnes Hospital, Fond du Lac. David checked in at 8 lb. 7 oz.

You should see the SMILE on Gordie's face!!

"So You Know Wisconsin" was real pleased to receive the following from Margaret Zutz: "County Trunk JJ is the road Carl used to ride to Grandma's house when he was a little tyke. Home was in Brillion which is north and west of the area in the map on Hwy. 114 just shown. Collins is on State Hwy. (red Arrow) 32 and is where Grandma Schwalbe lived. We did some courting in the area, too." (Gee, thanks, Margaret for the interesting exposé.--Editor).



CRIMINAL JUSTICE  
RECEIVED

DEC 16 1974

Collection

