

WISCONSIN STATE PATROL

CRIMINAL JUSTICE
RECEIVED

NOV 28 1975

Smokey Badger

SAFE DRIVER AWARD



S A F E D R I V E R A W A R D S

Enthusiasm, interest, dedication and mutual regard for the welfare of "the other guy" makes a combination that is hard to beat when it comes to safe vehicle operation.

The names you see below represent a fine group of people who care enough to drive their very best -- and who have earned their Safe Driver Award for the past year.

- | | |
|---|---|
| 19 yr. - Tpr. Jack R. Hendry
Tpr. Warren E. Holden
Sgt. Lloyd E. Lind | 8 yr. - Tpr. Floyd J. Black
Insp. Donald M. Boinski
Insp. John C. Bretzel
Tpr. Richard T. Swanson
Insp. John W. VonHaden |
| 18 yr. - Sgt. John M. Bartol
Sgt. Charles W. Foley
Tpr. James D. Koontz
Insp. Ronald E. Wick | 7 yr. - Tpr. Gerard H. Bell
Tpr. Everett S. Biles
Tpr. Raymond T. Charles
Tpr. Rodney G. Day
Insp. William H. Diersen
Tpr. Ronald C. Disher
Tpr. Larry C. Doxrude
Tpr. Richard L. Guy
Tpr. Jerry L. Hair
Tpr. William G. Humphreys
Tpr. Marlen J. Kahl
Tpr. Gerald A. Kappmeyer
Tpr. Arlen C. Kittel
Tpr. Terry S. Knutson
Tpr. Richard R. Kort
Tpr. Michael J. Kramer
Tpr. Thomas M. Krummel
Tpr. Norman L. Kuderer
Tpr. John L. Lyman
Tpr. George A. Menart
Tpr. Gary K. Moe
Tpr. Steven B. Montaba
Tpr. Keith I. Nollenberg
Tpr. Thomas E. Osteen
Tpr. David L. Paulson
Tpr. William Peterschmidt
Tpr. Roger H. Prout
Tpr. Donald R. Randall
Tpr. Robert W. Sanders
Tpr. Evan R. Schwartz |
| 17 yr. - Lt. Jerome J. Blied
Tpr. LeRoy E. Helgeson
Tpr. Daniel S. Holzem
Tpr. Robert H. Janssen
Comm. Tech. Franklin McNally | |
| 16 yr. - Major Jerome D. Lacke
Invest. Addison Weiland
Tpr. Kenneth E. Ziemer | |
| 15 yr. - Insp. John M. Andersen
Insp. Charles E. Chapman
Sgt. George E. Daniels
Comm. Tech. Allen Habeck
Lt. Thomas M. Price
Lt. George P. Wenzel | |
| 14 yr. - Invest. Orvin G. Ritter
Invest. John Snell
Tpr. Edward F. Taylor | |
| 11 yr. - Invest. Harry A. Blair
Chem. Tech. Gerald Decker
Capt. Wilbert C. DeGuire
Tpr. Eugene M. Fitzgerald
Tpr. Thomas M. Patrie
Tpr. Roger A. Steiner
Tpr. William R. Werbeckes
Tpr. Robert J. Zach | |
| 10 yr. - Tpr. Andrew J. Doffek
Tpr. Phillip B. Overgard | |
| 9 yr. - Tpr. James H. Grover
Tpr. Donald Lyon | |

Safe Driver Awards Cont.

- | | |
|--|---|
| <p>7 yr. - Tpr. Richard J. Terlikowski
 Tpr. Neil B. Tuchalski
 Tpr. Paul F. Waterman
 Tpr. Rodney C. Zimdars</p> <p>6 yr. - Tpr. Dennis F. Ebner
 Tpr. James P. Ford
 Tpr. Douglas L. Mayer
 Tpr. Ronald G. Niemann
 Tpr. Bryan G. Peth
 Insp. David M. Pfeuffer
 Tpr. Peter C. Schreiber
 Tpr. Donald W. Thompson
 Tpr. Frank M. Van Horn
 Tpr. Ronnie R. Walheim</p> <p>5 yr. - Tpr. Jeffrey J. Jansen
 Tpr. Lawrence B. Junion, Jr.
 Tpr. Llewellyn Kroenke</p> <p>4 yr. - Tpr. James E. Fox
 Tpr. Kersten P. Rocksvold
 Insp. Eugene Thompson</p> | <p>4 yr. - Tpr. Douglas L. Van Buren
 3 yr. - Tpr. Max L. Allison
 Tpr. Alvin L. Bishop
 Tpr. Jerome E. Borzymowski
 Tpr. Jimmy S. Brown
 Tpr. James H. Hanson
 Tpr. Steven C. Hanson
 Tpr. David C. Heinle
 Tpr. Robert A. Knueppel
 Tpr. Larry D. Krueger
 Tpr. Scott G. Lindeman
 Tpr. Joseph L. Noll
 Tpr. James L. Pileggi
 Tpr. William M. Shaver
 Tpr. John D. Singleton</p> <p>2 yr. - Tpr. Gregory B. Boening
 Tpr. Gerald B. Wojtalewicz</p> <p>1 yr. - Tpr. Odell Brown
 Tpr. Timothy Stricker</p> |
|--|---|

NATIONAL FLEET SAFETY CONTEST

At the close of eight months in the national contest among seven fleets the Wisconsin State Patrol has emerged at NUMERO UNO. We are really first at this point with 2.58 accidents per million miles of travel as compared to a group average of 3.82 accidents per million miles. The going is getting tougher as the group average represents a mighty close contest. How well we continue in contention is up to each individual. Let's do it!

IS SEEING BELIEVING?



Like the man who said, "I never make a mistake -- I thought I did once, but I was wrong," every driver must look upon his own actions with enough humility to recognize his own frailties -- particularly in what he sees or thinks he sees. Don't let your eyes play tricks on you. One quick glance is not enough. To be sure and to guarantee a plus factor of safety, force yourself into the habit of glancing around and back, repeatedly. Then you won't be confused by first impressions, like the sketch above, in which both borders are parallel, although they appear to diverge.

INTER-DISTRICT FLEET SAFETY CONTEST

District No. 5 is in control at the close of the day, October 31, 1975. District No. 2 has the distinct dishonor of last place and the Battered Hub Cap has found a home, apparently. The standings are as follows:

<u>STANDING</u>	<u>DISTRICT NO.</u>	<u>PREVENTABLE ACCIDENTS</u>	<u>MILEAGE</u>	<u>RATE</u>
1	5	0	1,184,517	.000
2	4	1	984,432	.102
3	3	2	1,111,152	.180
4	8	1	524,823	.191
5	6	2	997,151	.201
6	1	5	2,101,963	.238
7	2	10	1,625,444	.615

THE STEERING COLUMN



Col. Lew V. Versnik

What makes a safe driver? Well, researchers testing six of the highest-rated drivers recommended to them, found through a series of intensive physical, mental and psychological tests that they were only average or below average. Given a test to measure knowledge of operating a vehicle in modern traffic, five scored

poor to average and only one scored good. What then was the secret of their success as drivers? Further testing revealed more, and researchers found answers. Total concentration. They (the drivers) seemed to have developed the ability to place their vehicle perfectly in traffic and to anticipate -- always to anticipate -- what might happen up ahead. A one-hour course in Chicago plus a 1,200 mile test run brought out traits common to all: they signalled their intentions well in advance, they were courteous to both pedestrians and other drivers and their timing in passing and lane-changing was meticulously perfect. There was minimum use of the brakes, no panic stops and observers were unable to engage them in conversation. Asked what kind of hazards the safe driver avoided, the researchers agreed that, "The way they drove, there just weren't any. But, that seems to be the point. The dangerous situation with these men did not arise because they simply did not let it happen!" Perhaps this will throw a new light on our own keys to safer motoring both on and off the job, because after all, we do want to stay out of other people's accidents!

S M O K E Y B A D G E R

Published by the Wisconsin State Patrol

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

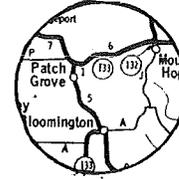
Captain Corwin F. Holmquist
EDITOR

Mrs. Linda J. Schlueter
COMPOSITOR



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)



Last month's teaser evoked these responses:

Linda Schlueter, "... My grandparents live in Gillingham, right on Hwy. 56 in Richland County. They used to own the little grocery store there."

Rollie Rasque, "I used to breed cows in that area."

"Old Trooper" Weiland, "... Hwy. 56, Richland County, eight miles Northwest of dear old Richland Center. Gillingham is a wide spot in the road--"

TROOPER IN-SERVICE RANGE FIRING

At the close of the final week of training, the following are the high scores:

EXPERT

Sgt. School, Dist. 3	293	7X
Tpr. Jawort, Dist. 3	299	2X
Sgt. Lampa, Dist. 1	298	14X

SHARPSHOOTER

Tpr. Began, Dist. 3	293	7X
Sgt. Fankahuser, Dist. 8	291	7X
Tpr. Wyss, Dist. 5	289	6X

MARKSMAN

Tpr. Stricker, Dist. 2	284	5X
Tpr. Shaver, Dist. 6	281	7X
Tpr. Lyman, Dist. 2	281	5X

Highest District Average: 265.18,
District No. 4, 39 shooters,
10,342 points.

Most Improved Shooter: Tpr. C. H. Preston, Dist. 2
Previous Score: 187
Present Score: 280
Improvement: 93 points

B U R E A U F L E E T S A F E T Y P R O G R A M

Two years ago October 31, our fleet accident experience was 72 reportable fleet mishaps. Last year at that same time the total was 70. For this year, 1975, we have recorded 63 fleet accidents. Our bad month in 1974 was October when we registered 12 reportable mishaps. That figure was cut in half in October of '75. Hey, we are doing pretty darned good. Let's hang in there and see if we can hold the line below last year's total of fleet accidents, which was 75. If everybody just pulls together.

	<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>TOTALS</u>
HDQS.	0	0	0	0	0	1	0	1	0	0	2
ACADEMY	0	0	0	0	0	0	0	0	0	0	0
DIST. 1	0	1	3	2	2	0	2	0	2	0	12
DIST. 2	1	1	5	3	2	2	2	1	0	4	21
DIST. 3	1	1	0	2	0	1	0	0	0	1	6
DIST. 4	1	1	3	0	0	1	0	2	1	0	9
DIST. 5	1	0	1	1	1	0	0	0	0	1	6
DIST. 6	1	1	2	0	0	0	1	1	0	0	6
DIST. 8	1	0	0	0	0	0	0	0	1	0	2
TOTALS	<u>6</u>	<u>5</u>	<u>14</u>	<u>8</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>4</u>	<u>6</u>	<u>63</u>
INSP.	0	0	2	2	0	0	1	1	0	2	8
TROOPER	4	5	11	4	5	4	4	3	4	3	47
SGT.	1	0	1	2	0	0	0	0	0	1	5
LIEUT.	1	0	0	0	0	0	0	0	0	0	1
CAPT.	0	0	0	0	0	0	0	1	0	0	1
RDO TECH	0	0	0	0	0	0	0	0	0	0	0
CHEM TECH	0	0	0	0	0	0	0	0	0	0	0
OTHER	0	0	0	0	0	1	0	0	0	0	1



THANKS....

When traveling south on Highway 41 near Neenah, my old reliable 72 Chevy blew a water hose.

My wife and I were trying to 'limp' back to Neenah by driving... a little ...then stopping to cool the engine down. Finally it really heated up and we stopped on the exit ramp. Along came Trooper Roger Schneider and offered assistance. Shortly after offering aid, he recognized me. Rest assured the offer of aid was forthcoming whether or not I was recognized.

So....Roger, thanks to you we completed our trip back to Madison a little faster AND my apology for not recognizing you, first. (Old contacts with Oshkosh PD, White-water trooper class and of course good old Fort McCoy)

/s/ Bud Beaverson
Driver Control, DOT

1975 NATIONAL PRESIDENT'S UNIT AWARD

RECOGNITION FOR QUALITY PROGRAM

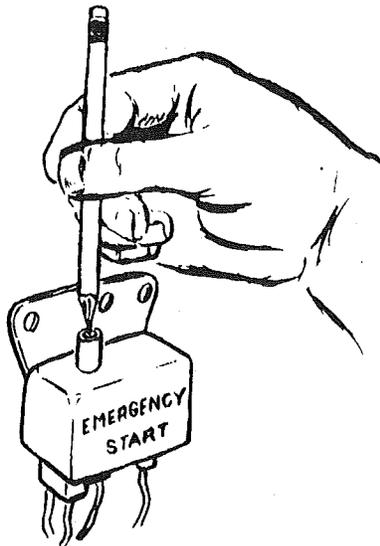
The president of the Boy Scouts of America along with the National EXPLORERS President, presented a signed certificate to Trooper Thomas Krummel of District No. 3 for outstanding conduct of his EXPLORER POST NO. 9929 programs and activities. Trooper Krummel's post was selected from a field of 50 Explorer units who were in contention for this honor. This particular post is composed of six girls and 14 boys who meet every other Thursday at the Fond du Lac Patrol Headquarters and participate in various police activities as a career development program for youths ages 15 to 21.

Congratulations to Trooper Krummel and District No. 3. This work reflects an exemplary image of the State Patrol and of the Patrol's interest toward positive development of our young people.

EMERGENCY STARTING PROCEDURE

If you own one of those cars with the starter-seatbelt interlock and you haven't discomboobilated it, and, in the event that the engine will not start (such as a pool car) even though all front seat occupants are wearing belts properly, there is an emergency starting procedure you may employ. Find the manual by-pass switch which is located under the hood in the engine compartment. You can start the car without seatbelts fastened, provided you follow this starting cycle:

1. Ignition switch must be in the "ON" position;
2. Depress the center plunger of the by-pass switch, using an object such as a pencil.
3. Turn ignition to "START" and start engine. The engine can be started and re-started until the ignition switch is turned "OFF".
4. Once the ignition switch is turned off, the cycle must be repeated in order to engage the by-pass switch.



DO YOU KNOW YOUR GLYPHS?

Glyphs, like the new highway signs, are symbols used by the National Park Service to present information. How many of these do you know you know? (Answers on Page 6)

	A	B	C
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			



Season's Greetings

NEWS ITEM:

Some klunk-head spilled ice cream in the doorway of the DOT gyp-joint, Bob Hyer slipped on the stuff, fell on his right elbow and just about gained entrance into the Clumsy Ox Club.

FLEET ACCIDENTS THEN AND NOW

As the SMOKEY BADGER goes to press, this is the picture for 1975 fleet accidents as compared to 1974. 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	16	17	18	19	14	15	16	17	18	19	20	
20	21	22	23	24	25	26	21	22	23	24	25	26	27	
27	28	29	30	31			28	29	30	31				
FEBRUARY							AUGUST							
				1	2		1	2	3	4	5	6		
3	4	5	6	7	8	9	7	8	9	10	11	12	13	
10	11	12	13	14	15	16	14	15	16	17	18	19	20	
17	18	19	20	21	22	23	21	22	23	24	25	26	27	
24	25	26	27	28			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	16	15	16	17	18	19	20	21	
17	18	19	20	21	22	23	22	23	24	25	26	27	28	
24	25	26	27	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	14	15	16	17	18	19	
14	15	16	17	18	19	20	20	21	22	23	24	25	26	
21	22	23	24	25	26	27	27	28	29	30	31			
28	29	30					NOVEMBER							
MAY							1	2	3	4	5	6	7	8
							9	10	11	12	13	14	15	
5	6	7	8	9	10	11	16	17	18	19	20	21	22	
12	13	14	15	16	17	18	23	24	25	26	27	28	29	
19	20	21	22	23	24	25	30							
26	27	28	29	30	31		DECEMBER							
JUNE							1	2	3	4	5	6	7	
							8	9	10	11	12	13	14	
2	3	4	5	6	7	8	15	16	17	18	19	20	21	
9	10	11	12	13	14	15	22	23	24	25	26	27	28	
16	17	18	19	20	21	22	29	30	31					
23	24	25	26	27	28	29								
30														

1975

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

ANSWERS TO GLYPHS

	A	B	C
1.	Automobiles	Trucks	Tunnels
2.	Lookout Tower	Lighthouse	Felling Rocks
3.	Fish Hatchery	Deer Viewing Area	Bear Viewing Area
4.	Information	Ranger Station	Pedestrian Crossing
5.	Restrooms	Women's Restroom	Men's Restroom
6.	Mechanic	Handicapped	Airport
7.	Showers	Campground	Sleeping Shelter
8.	Trell Shelter	Picnic Area	Kennel
9.	Ice Skating	Ski Bobbing	Snowmobiling
10.	Water Skiing	Skiing	Stuba Skiing

Storkfeathers



Trooper Dennis G. Schroeder and his wife, Mary, of District 4, Wausau, are the proud parents of a new born second son, Eric Dennis. The new arrival came on November 1, 1975, at 1:40 A.M., and weighed in at 8 lb. 4½ oz.

THINK FAST!

A recent revolt of inmates at the Union Grove prison farm was quelled by a quick-thinking trooper who came on the scene after five of the rebellious ones had locked themselves into a room and refused to emerge. One of the officers threw a pop can up against the door and Trooper Jeschke went "Shhhhhhhhhhhhhhhhhhh!". The inmates thought it was escaping tear gas and gave up post haste!

T R A F F I C D I E - G E S T

A summary of traffic accident data you can use in your citizen contacts. These facts are taken from the National Safety Council monthly publication, TRAFFIC SAFETY. -- Editor

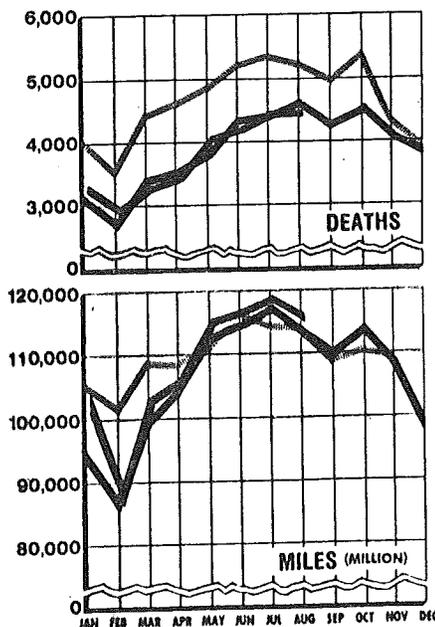
MOTOR-VEHICLE deaths in August 1975 totaled 4,430, a decrease of 4 per cent from the August 1974 total of 4,610 and a decrease of 16 per cent from the pre-energy crisis August 1973 total of 5,260. The August 1975 total is the lowest since the August 1963 total of 4,321.

Deaths for the first eight months of 1975 totaled 30,140, an increase of 3 per cent from the eight-month total for 1974 of 29,380 and a decrease of 19 per cent from the corresponding eight-month period in 1973. Deaths for the 12-month period ending August 1975 totaled 46,960.

Disabling injuries for the first eight months are estimated at more than 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 this year is estimated at about \$12.7 billion.

MONTHLY MOTOR-VEHICLE DEATHS AND TRAFFIC TRENDS
1975 — 1974 — 1973



COLD WEATHER & TIRE PROBLEMS

The Tire Industry Safety Council advises that a sudden temperature drop can cause tire problems, particularly at this time of year. For every ten degree drop in temperature, a tire may lose a pound of air pressure, according to the Council. They suggest you check your tires for proper inflation with your own gauge before starting out because underinflated, soft tires can cause erratic steering and excessive wear. Contrary to popular opinion, underinflated tires DO NOT provide better traction on slick surfaces. Also, the best tires should go on the rear for best traction. A word to the wise is sufficient!

IN THE SPOTLIGHT

Page 3 of the October SMOKEY Badger carried the article on Jay Schwartz, Racine attorney, and his attempt to take CB radio away from the State Patrol. Well, here is a postscript to that episode:

Trooper Warren Wegenke, along with Sgt. John Briggs, was alerted to be on the lookout for an east-bound auto on I-94 which had just out-run Tpr. Wally Knutson. The two "Bears" spotted the errant auto, got it on computer at 77 miles per hour and issued the citation.

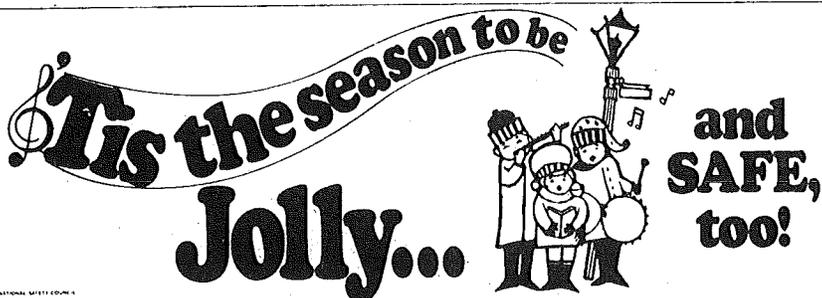
After releasing the auto, they chased it twice more, but it was going so fast that they ran out of distance on the VAS-CAR computer--but, estimated its speed in the low 90's! The driver "arranged" with the Eau Claire DA to drop the citation speed to 19 miles over the 55 speed limit. Who? You guessed it, Jay Schwartz, honorable and upright Racine Attorney who doesn't approve of the State Patrol's unlawful use of CB radio!

Reductions at the End of August

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

States

Oregon	—18%	New York	— 5%
Florida	—12%	Indiana	— 5%
Tennessee	—11%	Virginia	— 5%
Nebraska	—10%	Georgia	— 5%
Mississippi	— 9%	New Hampshire	— 4%
South Carolina	— 8%	North Carolina	— 3%
Idaho	— 8%	Arizona	— 3%
Montana	— 8%	Michigan	— 2%
Minnesota	— 7%	Kansas	— 2%
Ohio	— 6%	Nevada	— 2%



F A R E - T H E E - W E L L !

CAPTAIN OKONEK

On October 14, a retirement party honoring Captain Charles N. Okonek was held at the Elks Club in Rice Lake with approximately 200 guests in attendance.

"Big Blue" as he is known amongst fellow employees, walked very tall that evening, enjoying a little razzing along with complimentary remarks bestowed on him by the Master of Ceremonies, Chuck Foley, and various dignitaries on the program.

Captain's family was well represented, which included sons Lanny and Chuck and daughter Linda. His youngest son, Corey, is in California in basic training and was unable to attend.

Live music provided an added compliment to the enjoyable evening.

Captain Okonek will retire on January 1, 1976. His replacement at that time will be Capt. Walsingham.

The Okoneks have no immediate plans, but look forward to spending their time leisurely, pursuing their hobbies and enjoying their family and friends. The invitation to "drop in" is extended to anyone wandering around in the District 8 area.

Our best wishes to Captain and his wife Dorothy for a long, wonderful retirement.

PCO SCHROEDER

October 9, 1975, was Gus Schroeder night, as it was the night of his retirement party. About 150 people were present to share festivities with Gust and Mina. Poolside cocktails were openers and the dinner of cornish hen followed in the main dining room of the Hoffman House at the Midway Lodge.

Presentations were made by Secretary Rice, Administrator Peterson, Director Versnik and Captain (retired) Howard J. Fuhrmann. Gust's brother, Art Schroeder, stole the show with his revelations of family history and renditions of his private collection of jokes and yarns. Lieutenant

Donald Artz acted as EmCee.

After dinner music was furnished by the District State Patrol band: PCO Wyrnsinski on the drums, Tpr. Dick Terlikowski on the concertina, and Lieut. Artz on the trumpet.

CAPTAIN HOLMQUIST

Over 150 friends and co-workers honored Captain "Corky" Holmquist and his wife Bea at a retirement party held at Madison's Four Lakes Yacht Club on Friday evening, October 10.

Everyone was kept entertained by Capt. Jorgensen's amusing recount of some previously well-hidden skeletons in Corky's "Patrol-history" closet.

Surely everyone must have felt proud as the Captain was given the Governor's Special Award by Secretary Rice and Administrator Peterson presented the DOT Service Award. Col. Versnik presented the Captain's badge and bars, which had been beautifully set in a shadow box by Lieut. Jerry Blied.

The Captain was very pleased when Major Sterba presented him with a CB radio--a gift from his many friends all over the state. A further gift of an antenna and outside loudspeaker for the radio were given by the Wis. School Bus Association.

Although our Field Staff Captain won't officially retire until the end of December, we wish him and his family a most pleasant retirement!

CAPTAIN WALSINGHAM

On September 25, 1975, a farewell party was held for Captain and Mrs. Walsingham at the Valley Inn. The party was attended by over 50 district personnel. Special guests included County Judge Joseph Kucerik and the Drivers License Examiner's District Manager and his wife, Millie and Larry Jandrin.

The Valley Inn provided a delicious lunch at midpoint of the party and with refreshments on hand, all had a good time. (Continued on page 9)

Capt. Walsingham Cont.

After lunch and the customary comments, music for dancing was provided by Trooper Dick Terlikowski on the concertina, PCO Tom Wrynski on the drums, Inspector I Ken Besiada on the sax, clarinet and accordian and Lt. Don Artz on the trumpet.

The persons attending the party provided the Captain with a heavy duty trolling and deep sea reel as they knew the Captain enjoyed this type of fishing.

We all wish the Captain and his wife much happiness in their assignment "back home".

In Memoriam

Inspector Robert Luther's father, Henry, passed away unexpectedly on Friday, September 26, 1975. The funeral was held on Monday, Sept. 29 at the Goodrich Funeral Home, Durand. The final resting place is in Arkansaw, Wisconsin. Mr. Luther was 75 years old.

John Breen: "I don't mind going to work in the morning -- it's the long wait until quitting time that bothers me!"



FOR THE ROCKING CHAIR SET

* Lieutenant Jim Jeatran resigned October 24, 1975 to take a position with the Vocational & Technical College at La Crosse.

* Promoted to Sergeant: George E. Daniels of District No. 5. No change in residence required.

* Trooper II Mike Riebe, District No. 2, resigned his position October 25, 1975.

* Neal J. Sieglaff, Milwaukee, assigned to District No. 5 as new Police Communications Operator, effective October 27, 1975.

* Inspector I Joe Gefroh, District No. 8, extension granted to medical leave to January 13, 1976.

* The stork is in a holding pattern for Diane J. Reynolds, Typist 3, District No. 5 who has been granted leave of absence for maternity.

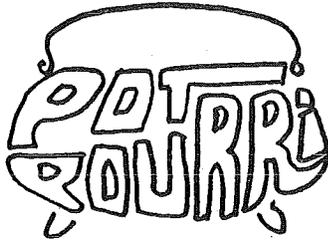
* Retiring from the service, Capt. Charles N. Okonek, District No. 8 and Capt. Corwin F. Holmquist, State Headquarters, December 31, 1975.

BEHIND THE WHEEL

Since December, 1968, I have had the distinct pleasure of editing the Enforcement Bureau's monthly newsletter, known at first as the ROADRUNNER and at present, THE SMOKEY BADGER. This is my last issue as your editor and believe me it really has been a challenge, an interesting and fun thing for me. Naturally, we have been criticized for the content of past issues, either for what was presented or for what was missing. But, that's all a part of the game. The same I found true when I published the FOXX VALIE FABRICATOR, our little newsletter for Patrol District No. 3. Trying to bring you all the things we felt that a good sheet should be severely curtailed by the energy crunch of last year, and our least real "complete" issue was the January-February 1974 number. Things have not been the same since Mr. Clapp's memo of 1/28/74.

The future of the SMOKEY BADGER rests with someone else now. I wish you all the best. I certainly will be looking for my issues in the future and hope that my successor in the Field Staff Captain slot can continue to provide you with the quality newsletter which our organization should be able to put together.

/s/ Captain Corwin F. Holmquist
Field Force Staff



Almost half of all the accidents that occur in Grand Prix racing are due to driver error, not mechanical or safety faults, according to a team of London researchers of the Jim Clark Foundation, a racing safety organization. They found that drivers faulted in 48.5 per cent of the 224 racing accidents under study, while mechanical failure accounted for only one-quarter of the mishaps. Additionally, almost 60 per cent of the crashes occurred either during practice or during the first two laps of the race.

* * * *

More cities are switching from bright red to lime-yellow for their fire engines since research proved that lime yellow is more visible, especially at night.

* * * *

Something new that stretches 4,200 miles and will take 800,000 cranks of the pedal to cross and which will stretch from Williamsburg, Virginia, to Astoria, Oregon, will be our first transcontinental bike trail, to be called the TRANS-AMERICAN BICYCLE TRAIL. This is acclaimed as the longest recreational route in the world and it is scheduled to become operational on May 16, 1976, using the national Bicentennial celebration as a springboard. O.K., now, who's going outspokin'? Pack your bag, cuzzin, cuz it's a 90-day jaunt!

* * * *

Demand for permanent press clothing is down, and that means that there will be plenty of permanent anti-freeze available for the winter of 1975-76. The secret ingredient is ethylene glycol which is the base for use in both car radiators and by chemical firms for conversion

into man-made (polyester) fibers. If clothing purchases perk up next year, we could be in for trouble in the '76-77 winter season. Ethylene glycol comes from crude oil and natural gas, which puts the big squeeze on all energy users, as well.

ITEMS OF INTEREST

In San Francisco, a driver received a parking ticket from a meter maid and stuffed it down the back of her blouse. The driver was hauled into court and must pay the meter maid \$3,000 for her humiliation, plus pay the \$10 ticket.

* * * *

A professor of Business Management at Oklahoma City University is researching the reactions of 400 police employees to find out what makes a policeman's blood boil and lose his cool.

* * * *

In St. Louis, the police are trying to find the thieves who are stealing 200 pound manhole sewer covers and selling them for \$48 each as junk. They are also warning pedestrians to watch their step.

CARD OF THANKS

A card, with the following message, was received at State Headquarters recently:

"To all our friends and co-workers, thank you for the great, great retirement party. Your gift of a CB radio hit the spot. It is installed in my car already and works like a charm. Bea and I are lucky to have friends and associates like you all, believe me. It was great and we are looking forward to continued contact with you all.

/s/ Bea & Corky Holmquist

(Note: His "handle" is Ink Finger!)

**Best Wishes for a
Safe and Happy Holiday Season**