

WISCONSIN STATE PATROL

OCT 15 1973

Smoky Badger



Everybody talks about safety, but does every one diligently DO something about it? It's mighty promising to see so many first year awards. The trend is toward safe driving. Congratulations and keep up the GREAT START.

18 yr. - Tpr. John B. Prarizzi
Insp. Harvey A. Ruck

17 yr. - Sgt. Erwin G. Bullette
Sgt. Frederick F. Frater
Chem.Tech. Thomas E. Geske
Tpr. Roger F. Geurts
Sgt. John L. Moriearty

16 yr. - Lieut. Ivan G. Anders
Tpr. Kenneth J. DeTroye
Capt. Perry L. Griffith

15 yr. - Sgt. Kenneth J. Miller
Sgt. Gerald L. Johnson

14 yr. - Tpr. Richard D. Cox
Tpr. Jack M. Honadel
Comm.Tech. Norman F. Walker

13 yr. - Capt. Donald J. Kennelly

9 yr. - Insp. Bryce E. Gardner
Insp. Delore E. Krueger

7 yr. - Insp. Terry D. Bengtson
Insp. James P. Cmeyla
Insp. Robert A. Gohre
Tpr. Robert M. Roehl
Tpr. Robert M. Schroeder

6 yr. - Insp. Clarke E. Fuller, Jr.
Sgt. Roger C. Nickerson

4 yr. - Tpr. Joel M. Brandau
Insp. Jack C. Fidler
Tpr. David C. Pueringer

3 yr. - Insp. Walter J. Anderson

1 yr. - Tpr. Elario V. Banda
Tpr. Edward J. Began
Tpr. Gregory B. Boening
Tpr. Odell Brown
Tpr. Juan M. Camacho
Tpr. Kenneth R. Egger
Tpr. Brian K. Feige
Tpr. Joseph G. Gustafson
Tpr. Billy G. Hawkins
Tpr. Donald F. Johnson
Tpr. William J. Kulas
Tpr. Richard A. Luell
Tpr. George T. Maloney
Tpr. Louis J. Mane
Tpr. Craig H. Preston
Tpr. Larry Roberson
Tpr. Steven J. Rosenbalm
Tpr. Richard L. Sacia
Tpr. Gene H. Selke
Tpr. Charles W. Sanders
Tpr. James F. Schmerse
Tpr. Anthony J. Schiro
Tpr. Michael J. Taczala
Tpr. Albert E. Trussoni
Tpr. James A. Wichrowski
Tpr. Gerald B. Wojtalewicz
Tpr. Keith A. Wynstra
Tpr. Jeffrey A. Zanotti

WHATZ-IT?

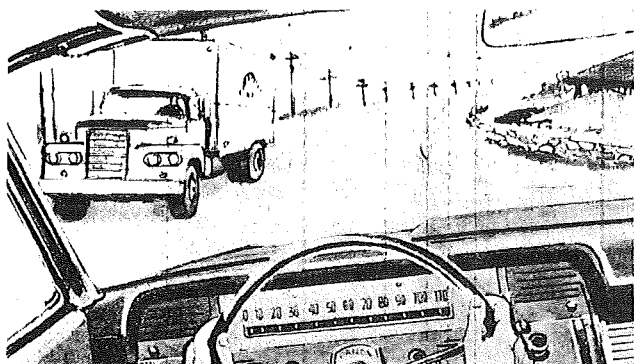
How great are you at identifying the leaves of our common trees? Name these if you can, but you must give the full common name--just "oak" is not enough, for example. To the first correct answer reaching the editor's desk will go 15 king-size books of matches, personalized with your name. . . .



DRIVER ACCIDENT PREVENTION

This month's self-test potential accident situation is one that too-frequently happens.

Driver Accident Prevention



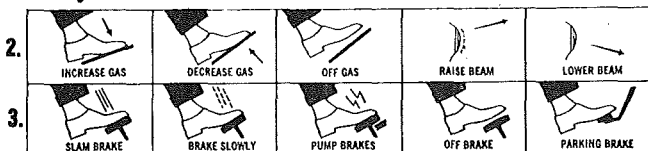
YOUR LEFT FRONT TIRE SUDDENLY BLOWS OUT!

think what would you do?

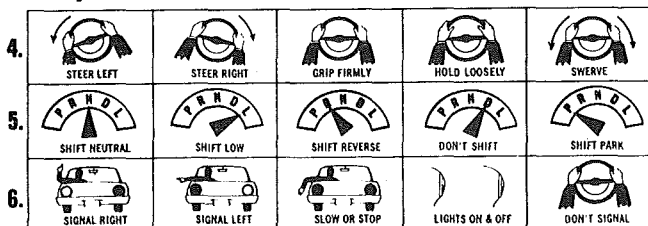
With your eyes? (Put an "X" through what YOU would do!)



With your feet?



With your hands?



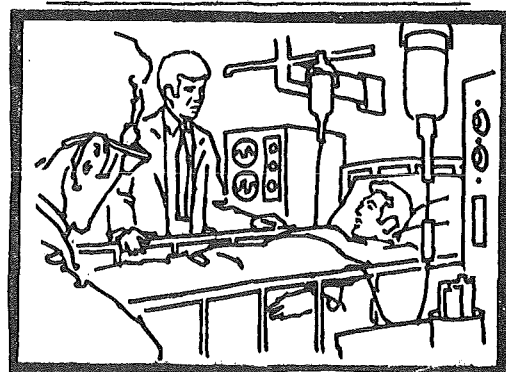
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Last month's answer sheet is on page 5 of this issue.

"What's a diplomat?" the mechanic asked. Said the shop foreman, "Anyone who can tell you to go to hell in such a way that you'll look forward to the trip."

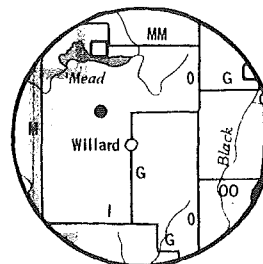
"INFAMOUS LAST WORDS:"



"I was running late. I got hung up behind a guy doing 45. A car was coming, but I thought I could get around."

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).



If you work in the radio shop at Dist. VIII like Dick Schroeder does, then it would have been easy to establish our September location as Hwy. 48 in the lower edge of Burnett County.

SMOKEY BADGER
Published by the Wisconsin State Patrol

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Director, Enforcement Bureau of the
Division of Motor Vehicles

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REPORTERS	

"INFAMOUS LAST WORDS:"



"What could I do? It was a stop street. I figured he'd stop, but he came barreling right on through and clobbered me."

BEHIND THE WHEEL



Major Charles Litkey

The construction zone on Hwys. I-90/94 reminds us of the need to give our best efforts to prevent casualties and property damage while the Highways people are in the process of improving things for motor vehicle transportation. Too often traffic protection at construction zones is inadequate and confusing. Tie that to the fact that the motorist doesn't know what to expect when he enters such a zone, and so becomes confused, irritated and often frustrated. Fortunately for all, the improved methods employed in preparation, signing and marking have afforded excellent traffic guidance through the I-90/94 construction zone. Motorists are not forced to detour (detour: something to lengthen mileage, diminish gasoline and strengthen vocabulary) and therefore are generally less confused, less preoccupied, and are more content to go along with the short-lived inconvenience of a 55 mile per hour limit and no passing. It makes our jobs of providing protection through this area less demanding and less difficult to perform.

MORE BUREAU ACCIDENTS

Causes of accidents and accidental injury in the Bureau vary and sometimes appear to set a trend. This year's special seems to be rapping one's head before, after, or during the process of bending over and straightening up while checking serial or ID numbers. Read and heed:

I was attempting to locate a vehicle identification number which was located between the fender and engine compartment. To do this I used a 2-1/2 foot tire iron and forced the fender up and toward me. The iron slipped, causing it to strike me on the forehead above the right eyebrow.

* * * * *

I was doing physical training outside Barracks #1 at the Patrol Academy. I believe it happened while doing physical pushups. Lower back seemed to go out.

* * * * *

Assisting with traffic direction at accident scene. Removing what appeared to be burnt out fusee by knocking it off road with right foot, live embers were still present and a particle lodged in my right shoe, burning right heel.

* * * * *

After talking to the driver, I had taken the registration for the tractor and trailer; I had climbed on the unit to talk to the driver, who opened the door, and as I climbed down to run a routine check, he shut the door on the index finger of my right hand.

* * * * *

In checking a mobile home hauler, was measuring height of the unit and was bending over. When I got up my head hit the bottom of the mirror on the unit and cut the top of my head.

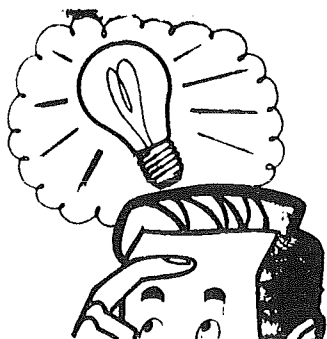
* * * * *

I was in the back of the wagon stowing gear used on portable truck enforcement. When finished, I started to back out of the wagon and so as not to hit my head on the roof I ducked down. Doing so, I hit my left jaw on the handle of the portable scale. My teeth shut hard and I heard a cracking sound in my mouth, and a piece of my left rear tooth came out of my mouth.

* * * * *

I walked up to my cruiser parked on the street. As I reached down to unlock the door, the concrete manhole cover in the street gave way and my left leg went into the hole. I caught myself on the ground with my left arm and I injured my back and left hand.

BRAINBUSTER



In Greek mythology the Sphinx was a wicked creature living on a cliff just outside the City of Thebes and keeping guard over the main highway. To every passerby she put the following riddle. If you didn't answer immediately, you were devoured. Here's the riddle, and if you can't

answer it within 5 minutes, fillet mignon. . . .

"What animal is it that walks on four legs in the morning, two at noon, and three in the evening?"

(Answer next month!)

Answer to September Puzzler:

As it is evident that Catherine, Jane and Mary received respectively \$122.00, \$132.00 and \$142.00, making together the \$396.00 left to the wives, if John Smith receives as much as his wife Catherine, \$122.00; Henry Snooks half as much again as his wife Jane, \$198.00 and John Jones twice as much as his wife Mary, \$284.00--we have correctly parried these married couples and exactly accounted for the \$1000.00.

Tpr. Bob Olson: "Didja hear about the old mountaineer who came out of the hills for the first time in his life and died when he saw his first automobile?
--Unfortunately, he didn't see it in time!"



"I have something here for your men that will cut down on accidents more than all the safety equipment made."

"INFAMOUS LAST WORDS:"



"He was passing me. He had a clear shot so I thought he'd pass the rig ahead. Instead, he cut in front of me."

DRIVER ACCIDENT PREVENTION

You round a curve and a car is approaching....in your lane!

THINK...what would you do?

HERE ARE THE CORRECT ANSWERS!



Keep your eyes STRAIGHT/RIGHT. Be on the alert for a possible escape to your RIGHT.



Take your foot OFF the gas immediately. This is an extremely important point to remember.



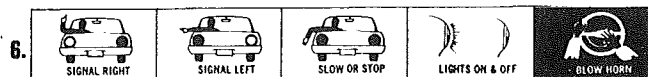
BRAKE CAREFULLY. Don't slam on the brake—you might lose control. Slow your car down as quickly as possible, but don't panic. Brake quickly, but carefully.



STEER RIGHT. Avoid a head-on collision even if it means going off the road. Never try to go around the oncoming car by going to the left. He may take the same escape route and you will crash head-on.



DON'T SHIFT. There are more vital things you must do in these precious seconds to avoid a serious accident.



BLOW HORN. This is to warn the car headed for you, as well as all other cars.

Additional control measures: If there is no shoulder on the right, but a ditch instead, angle into the ditch gradually and drive along it until you stop. If the oncoming driver has returned to his lane and you are off the road, don't return to it too quickly. If you do you might cross to the other lane or swerve sideways and roll over.

SAFETY HINT: Wheel "Play"

For maximum safety and control of your car, it is imperative to have the correct amount of play in the wheel. Too much play causes a "lag" in the steering which can be very dangerous, especially in emergency situations, such as skids.

If there is more than two inches of play in your wheel, you should have this checked and fixed at once. Be sure to have your steering system checked periodically to assure that it is in perfect working condition.

TRAFFIC DIE-GEST

MOTOR-VEHICLE deaths in June 1973 totaled 5,270, an increase of 8 per cent over the June 1972 total of 4,880. The death figure for this June was the highest ever recorded for the month.

Deaths for the first six months of 1973 totaled 26,500, an increase of 2 per cent over the six-month toll for 1972 of 25,970. This is the highest figure ever recorded for the first six months of the year. Deaths for the 12-month period ending June 1973 totaled 56,830.

Disabling injuries for the first six months of this year are estimated at slightly more than 950,000. 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 six months of 1973 is estimated at about \$7.4 billion.

MOTOR-VEHICLE deaths in July 1973 totaled 5,280, a decrease of 4 per cent from the July 1972 total of 5,500. The death figure for last July was the highest ever recorded for the month.

Deaths for the first seven months of 1973 totaled 31,780, an increase of 1 per cent over the seven month toll for 1972 of 31,470. This is the highest figure ever recorded for the first seven months of the year. Deaths for the 12-month period ending July 1973 totaled 56,910.

Disabling injuries for the first seven months of this year 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 seven months of 1973 is estimated at about \$10.5 billion.

Based on preliminary vehicle mileage reports for this year, the estimated mileage death rate for the entire year would be 4.4 (deaths per 100 million vehicle miles), a 2 per cent decrease from the 1972 rate of 4.5.

A summary of Traffic Accident information which you may find useful in your public contacts. Source is National Safety Council's Monthly "Traffic Safety" publication.

Motor vehicle accidents advance no cause, serve no purpose and teach no lesson.

Leading at the End of June

(States and cities with six-month death reduction, 1972 vs. 1973)

States

New Hampshire	—38%
Montana	—23%
Wyoming	—18%
Hawaii	—17%
Arkansas	—15%
Oregon	—14%
South Carolina	—13%
Oklahoma	—9%
South Dakota	—7%
Louisiana	—6%

Washington	—6%
Mississippi	—6%
Maine	—5%
Colorado	—4%
Kansas	—3%
Nebraska	—2%
Ohio	—1%
North Carolina	—1%
California	—* Less than .5%

Leading at the End of July

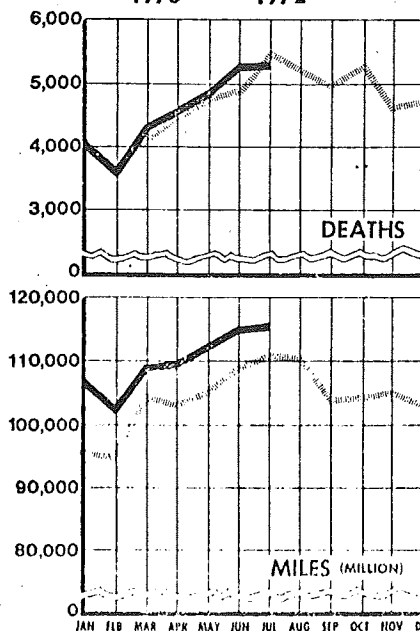
(States with seven-month death reduction, 1972 vs. 1973)

States

New Hampshire	—33%
Montana	—22%
Wyoming	—20%
South Dakota	—18%
Hawaii	—17%
South Carolina	—13%
Oregon	—13%
Arkansas	—11%
Colorado	—10%
West Virginia	—10%
Oklahoma	—7%
Nebraska	—7%

Louisiana	—6%
Washington	—5%
Kansas	—4%
North Carolina	—3%
Mississippi	—3%
Delaware	—3%
Texas	—2%
Minnesota	—2%
Maine	—2%
Wisconsin	—1%
Georgia	—* Less than .5%

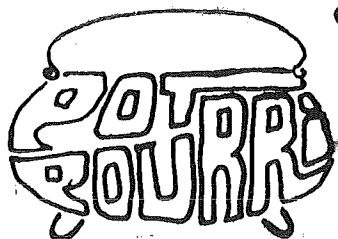
MONTHLY MOTOR VEHICLE DEATHS
AND TRAFFIC TRENDS
1973 — 1972



Ten Commandments for Safe Driving

1. Thou shalt hold nothing but thy steering wheel.
2. Thou shalt not make unto thee a god of thy horsepower.
3. Thou shalt not take the center lane in vain.
4. Remember the driver behind to let him pass.
5. Honor thy father and mother, and thine other passengers.
6. Thou shalt not kill any pedestrians.
7. Thou shalt not commit drunken driving.
8. Thou shalt not steal thy neighbor's eyes with headlights, nor his ear with thy horn, nor his enjoyment with thy litter.
9. Thou shalt not bear false witness with thy signals.
10. Thou shalt not covet thy neighbor's right-of-way.

—Anonymous



- In California, driver license suspensions and revocations for operating motor vehicle while intoxicated have jumped up 27% for the first six months of 1973 over the same period of 1972. The sharp in-

crease is attributed to increased law enforcement activity--including more intense and skillful application of the implied consent and presumptive limits laws.

- Virginia's Habitual Offender Act of 1968 --the first of its kind in the nation-- has caused 1,800 drivers to be adjudged "habitual offenders" and lost their driver's license for at least ten years. This severe action is authorized under this act when a driver is convicted of at least three "major" traffic offenses or twelve other serious offenses.

- Florida's Habitual Traffic Offender Law withstood its first serious challenge when the Third District Court of Appeals ruled against a petitioner who contended that the statute was unconstitutional because: it denied the petitioner substantive due process; that as his business required him to drive, the petitioner was subject to an unconstitutional application of the law; it was cruel and unusual punishment; and, that the law was not reasonably related to health, safety, morals and general welfare.

- The East District Supreme Court of Pennsylvania held that before a police officer may stop a single vehicle to determine whether or not the vehicle is being operated in compliance with MV codes, he must have probable cause.

- Researchers at the University of North Carolina have concluded that accident prevention countermeasures directed at so-called habitual offenders cannot bring about large reductions in total accidents. In effect, the study shows that auto accidents are not a very predictable phenomenon. The study pointed out that the previous violation record of a driver is not a good predictor of his future accident involvement. What it can't show either, is how many violations any driver "gets away with" without being CONVICTED.

- The man who was driving a propane-laden semi unit which crashed U. S. 501 on March 9, 1972 was concealing this driving record from his latest employer: Had held a license in four states, three of which were fraudulently obtained; had one license suspension; and, was convicted of four traffic violations. The crash killed no one, but the driver and another person perished when a holocaust enveloped the ruptured propane tank trailer, an adjacent residence and 12 acres surrounding the site.

Why can't State Driver License Administrators get access to the National Driver Register?

- 14-wide mobile homes and manufactured housing units have the green light now in Illinois and Arizona. Previously, they were not permitted to be moved on their own wheels on the public highways. Arizona will require pilot cars (escorts) fare and AFT and hold to a 45 m.p.h. speed by Commission Permit.

- Hitchhikers and those who insist on stopping to pick them up may be in for a rough time in New Jersey. The statutes and turnpike rules against hitchhiking provide stiff fines plus jail for both the --ers and the --ees, and that state's authorities have served notice that the squeeze is being put on the practise of hitchhiking.

- California's Highway Patrol Chief, Walter Pudinski, has been named "Man of the Year" by the safest truck drivers in the Golden State. Pudinski was given the honor by the California Trucking Assn. Million Miler Club in recognition of the commissioner's outstanding contribution to highway safety during the past year. The award was based on Commissioner Pudinski's "imaginative efforts in using the Highway Patrol primarily to prevent highway accidents" and which resulted in a dramatic reduction in the rate of injuries and fatalities in the roads under jurisdiction of the California Highway Patrol.

PARTY

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AL SANDERS REPORTS THAT LEON LUICK QUIT SMOKING CIGARS 4 YEARS AGO. NOW LEON FIGURES HE WOULD HAVE GONE THROUGH 19,250 CIGARS IN THAT PERIOD. AT \$15⁰⁰ EACH, HE HAS SAVED \$2,887.50.....

NOW HE WONDERS---WHERE IN HELL IS ALL THE MONEY HE HAS SAVED??.....

THIS NOTE FROM DIST. 6: TPR. TOM HARRIS UNDERWENT SURGERY FOR GALL BLADDER AT EAU CLAIRE ON AUGUST 24TH, RETURNED TO WORK ON SEPT. 22ND.....

Frederick the Great was once visiting a prison, talking with each of the prisoners in turn. There were endless tales of wronged innocence, of misunderstood motives, and victimized purity. Finally the King stopped at the cell door of a convict who said nothing at all.

"Well," remarked the King, "I suppose you're innocent too?"

"No, sir. I'm guilty and deserve my punishment."

The King turned and called to the warden. "Here," he said, "release this rascal before he corrupts all these fine innocent people in here!"

TPR. WAYNE WILSON'S DAILY REPORT FOR SEPT 18TH HAD THIS NOTATION AT THE TOP: "JAPANESE WHO COULD NOT SPEAK OR WRITE ENGLISH HAD TO POST BOND, AND TRY TO EXPLAIN THAT" AS HIS REASON FOR ONE HOUR OF OVERTIME.

THEY OPERATED ON COL LEW VERSNIK AT ST. MARY'S IN MADISON ON SEPT. 18TH, REMOVED A STONE THE SIZE OF A ROBIN'S EGG FROM ONE OF HIS KIDNEYS. HOW ABOUT THAT!.....

VANDE ADVISED "WE HAVE BEEN DOING SOME REDECORATING AT DIST. IV HQS. ALL OF THE ROOMS UPSTAIRS ARE BEING PAINTED. ED ROBERTS IS THE ARTIST.....

CAPT'S. OFFICE--BEIGE TUNED; LIEUT. OFFICE--ORIENT ORANGE; GIRLS' OFFICE--IS BROWN AND BEIGE; SGT'S. OFFICE--HOLLAND BLUE; THE SQUADROOM--IMPERIAL GOLD; AND, HALLWAY AND LOBBY ARE TAYWAN GOLD.

UP-FRONT, THE AA-1'S CUBBYHOLE IS YELLOW AND THE RADIO ROOM IS BROWN. JUST AN ADDED NOTE, THE SGT'S ROOM IS MY COLOR--HOLLAND BLUE. SURE DOES BRIGHTEN UP THE PLACE.".....

THESE COMMENTS FROM DIST. NO. 1:

"TPR. SHELDON SENT IN HIS DAILIES RECENTLY, AND ALONG WITH THE USUAL CONTENTS OF A TROOPER'S DAILY THERE WAS AN ADDED TWIST--ABOUT 2¹/₂ SMALL BITE-SIZE POTATO CHIPS -- NOW, ARTHUR, IF YOU'RE GOING TO SEND ALONG A LITTLE SNACK, SEND IT BIG ENUF THAT WE CAN SINK OUR TEETH INTO IT!".....

AFTER PREACHING LO THESE MANY MONTHS WE FINALLY GOT LIEUT. BUZA TO STOP REFERRING TO THE BUREAU NEWS-LETTER AS "YOUR" PUBLICATION --NOW THE LIEUTENANT CALLS IT "MY" SMOKEY PUBLICATION!

LU ANNE (MRS. KEN) DU PLAYEE WAS IN THE HOSPITAL AT MARSHFIELD FOR SURGERY, CAME HOME SEPT. 20TH., IS RECOVERING REAL FINE AT THIS TIME.

DEDICATION: TPR. ARNIE FRITSCH WORKED THE COBB CORN BOIL PARADE--DONATED ABOUT 2 HOURS--THEN WENT ON AND WORKED HIS "P" SHIFT. HE ESTIMATED ABOUT 6,000 PLUS PEOPLE TURNED OUT FOR THE BIG DOINGS.

TPR. ADERMAN HAS A GOOD THING GOING--DON HAS BEEN REQUESTED TO RECORD A WEEKLY 15-MINUTE TRAFFIC SAFETY PROGRAM ON WHSM, HAYWARD, WHICH WILL BE AIRED AT 5:15 P.M. ON FRIDAYS.

DANE COUNTY DISPATCHED 4 CARS AND CALLED FOR HELP. MOTORCYCLISTS WERE CAUSING A DISTURBANCE IN DEERFIELD. HONISH, HORAK AND SCHWARTZ RESPONDED, AND AFTER ABOUT 26 MINUTES OF TAKING NAME-CALLING, THEY LEFT AS THE FIRE DIED OUT.

TROOPER CLARENCE STREMICHA, ACADEMY CLASS NO. 2, RESIGNED, EFFECTIVE SEPT. 28TH TO ENTER PRIVATE EMPLOYMENT. HEARD THAT HE WAS GOING TO DRIVE SEMI....

THESE PEOPLE SENT IN A DOLLAR WITH THIS LETTER (TO COVER THE GAS):

"I DON'T KNOW THE NAME OF THE OFFICER WHICH HELPED US SUNDAY 26, THE OFFICER WAS MORE THAN KIND & CONSIDERATE. IN ALL OF OUR TIME TRAVELING FROM CHGO TO WISC WE HAVE NEVER MET A OFFICER WHO WORRIED ABOUT THE INDIVIDUAL THAT HAD A PROBLEM. AS FAR AS I'M CONCERNED WITH OFFICER LIKE THIS ONE, PEOPLE COULDN'T HELP BUT RESPECT THE POLICE. THANK HIM AGAIN & I SURE HOPE IF WE EVER HAVE TROUBLE AGAIN IT WOULD BE OUR GOOD LUCK TO HAVE THIS OFFICER HELP US. TOO MANY PEOPLE FIND FAULT WITH POLICE & LET EVERYONE KNOW. I THOUGHT IT WAS TIME SOMEONE LET YOU KNOW WE THINK THEY'RE GREAT.

S/ MR. & MRS. PECORA, 3316 ASHLAND AVE., CHGO, ILL 60608"

(THAT WAS ON AUGUST 26TH. NEXT QUESTION, WHO WAS THE TROOPER?)..... ANYWAY, HOW SWEET IT IS!

YOUR
--FOR



SIGN?--
SAFETY
TOO!

MOUSKETEERS

WE HAVE ALL HEARD OF THE MOUSE FACTORY ON TELEVISION, BUT WHAT DISTRICT 1 HEAD-QUARTERS, SPOONER EXPERIENCED ON WEDNESDAY SEPT. 26TH WAS OUTTA THIS WORLD.....

EARLY WEDNESDAY MORNING WHEN RADIO PERSONNEL CHANGED SHIFTS, CHUCK NINAS ADVISED OUR "SMOKEY BADGER" REPORTER THAT THE RADIO ROOM WAS CRAWLING WITH MICE LIKE HE HAD NEVER SEEN, HAD KILLED TWO ALREADY WITH A BOOK, PAPER BACK EDITION, AT A DISTANCE OF TEN FEET. NEEDLESS TO SAY, NINAS GOT SOME STRANGE LOOKS, BECUZ THEY HAVEN'T HAD ANY MICE IN THAT BEAUTIFUL BUILDING SINCE THE DAY IT WAS BUILT. BUT, TODAY WAS ANOTHER DAY, AND THEY HAVE GOOD OLD BENT-ANTENNA TO THANK....

SEEMS HE (NORM WALKER) HAD THE DNR PEOPLE FROM HAYWARD BRING DOWN SOME OLD OR USED MICROWAVE EQUIPMENT FROM HAYWARD TO SPOONER TO GO BACK TO MADISON ON THE SUPPLY TRUCK AND YOU GUESSED IT, DNR PEOPLE PUT USED EQUIPMENT IN BENT-ANTENNA GARAGE AND THUS THE BIG MOUSE ESCAPE EARLY WEDNESDAY MORNING INTO THE ENTIRE BUILDING.

BY LATE WEDNESDAY AFTERNOON FIVE OF THE PESKY SCOUNDRELS HAD BEEN ACCOUNTED FOR WITH A FEW MORE LOOSE ON THE PREMISES. QUITE A THRILL WHEN THEY ARE RUNNING AROUND AND THROUGH AND ABOUT YOUR DESK, AND THE GIRLS' DESKS!

*EVERYBODY FORGETS
SOMETHING SOMETIMES...*



JUST SAW IN THE PAPER THAT PAAVO NURMI, THE GREAT FINNISH DISTANCE RUNNER HAD DIED.

YOU RECALL THAT EACH YEAR THE PAAVO NURMI MARATHON IS RUN FROM UPSON TO HURLEY IN IRON COUNTY, WISCONSIN.

NEWS FROM PERSONNEL FOR THE ROCKER SET:

INSP. MERLIN ROSS RECEIVED A MEDICAL DISABILITY RETIREMENT EFFECTIVE JULY 6TH, 1973. HE IS AT HOME IN NORTH FOND DU LAC.

AL PRATT'S RETIREMENT PARTY WAS HELD IN MILWAUKEE ON SEPT. 27TH. SORRY THAT WE HAVEN'T RECEIVED A REPORT ON IT FOR OUR READERS.

TERRY BENGSTON PROMOTED TO INSPECTOR II AND ASSIGNED TO DISTRICT NO. 2.

CARROLL SCHILF PROMOTED TO INSPECTOR II AND ASSIGNED TO DIST. 3.

CECELIA PARKER PROMOTED TO AS-2 AND IS ASSIGNED TO FIELD FORCES SECTION, MAJOR LITKEY'S OFFICE.

LARRY ROBERSON, TPR. I GRANTED AN EDUCATIONAL LEAVE OF ABSENCE UNTIL SEPT. 4, 1974.

MAJOR GLEN KISSINGER (RETIRED) STOPPED BY STATE HEADQUARTERS UPON HIS RETURN FROM THE TRIP ABROAD, LOOKED NONE THE WORSE FOR HAVING SPENT ALL THAT MONEY.. SAID HE ACTUALLY GOT A CHANCE TO VISIT WINCHESTER CATHEDRAL...REMEMBER THAT ONE, YOU OLD TIMERS?



IF YOU HAVE SOMETHING YOU WANT TO SEE IN THE NEWSLETTER, "SMOKEY BADGER", GET IT TO YOUR REPORTER. IF HE WON'T SEND IT IN, GIVE IT TO YOUR SUPERVISOR.

WHAT YOU SEE IN THIS PUBLICATION IS WHAT IS SUBMITTED BY YOUR PEOPLE, THE ONLY REASON NEWS IS MISSING IS THAT IT IS NOT BEING SENT IN.

THIS IS YOUR PAPER AND IT WILL BE AS GOOD OR AS BAD AS YOU WANT IT TO BE.

BIRTHS



ON AUGUST 30TH. TO KEITH AND RUTH KRUEGER A BABY GIRL, ANGELA BETH, 8LBS. 12½ OZ. AND 20½ INCHES IN LENGTH. THE INSP. KRUEGERS ARE AT WAUSAU.

FROM MERRILL COMES WORD THAT TPR. LARRY AND MEG GEORGE HAD A NEW SON, ANDREW DAVID, WHO ARRIVED ON AUGUST 17TH. HE WEIGHED IN AT 8 LBS AND 3-1/4 OZ.

ON TUESDAY MORNING OCTOBER 2ND, MAJOR STERBA SHOWED UP ALL SMILES. WORD FROM SON JOHN AT FOND DU LAC CONFIRMED A NEW GRANDDAUGHTER HAD ARRIVED, AN 8-LB. GIRL.

CONGRATULATIONS, ALL!

ODE TO A "W" SHIFT

MIDNIGHT SHIFTS DO
MOVE MAN'S SOUL
TO WONDER OF HIS
SEARCH AND GOAL
WHEN IN THE FUTURE
HE MIGHT SEE
A NORMAL MAN OR
EVEN, HUMAN BE
THAT WORKS BY DAY
AND SLEEPS BY NIGHT
A SOFT YOUNG FORM
TO HOLD HIM TIGHT
NAUGHT I COMPLAIN OF
THIS DAY
FOR PERILS IN
MY PATH DO LAY
BUT FOR MY BROTHER
I MUST SAY,
MIDNIGHTS STINK

--LES WHITE, 1144

ON APRIL 25TH, 1973, PTLM. RAYMOND N. BOUGHTON OF THE ARVADA, COLORADO POLICE DEPT. WAS ON ROUTINE PATROL OF A RESIDENTIAL DISTRICT IN THE CITY WHEN HE WAS CALLED TO BACK-UP AN OFFICER IN THE ADJACENT DISTRICT ON A ROUTINE STOP. AS PATROLMAN BOUGHTON ARRIVED AT THE SCENE OF THE STOP, HE FOUND THE OTHER OFFICER ENGAGED IN A SHOOT-OUT WITH THE STOPPED INDIVIDUAL.

PTLM. BOUGHTON SAW THE OFFICER DOUBLE UP NEAR THE SIDE OF HIS VEHICLE, AND THOUGHT THAT HE HAD BEEN STRUCK, THEN THE INDIVIDUAL IN QUESTION NOW BEGAN SHOOTING AT HIM. BOUGHTON STATED THAT EVERYTHING HE LEARNED ABOUT PROTECTING

(NEXT COLUMN)

HIMSELF IN SUCH A SITUATION FROM THE WISCONSIN STATE PATROL ACADEMY SUDDENLY CAME TO MIND, AND HE RESPONDED TO THE SITUATION ACCORDINGLY. BOUGHTON USED THE FRONT DOOR AS A SHIELD, KNELT, AND LET GO WITH A FEW ROUNDS AND DOWNED THE INDIVIDUAL WITH A FATAL BULLET TO THE HEAD.

AT THE INQUEST LATER, IT WAS LEARNED THAT THE DECEASED HAD LEFT HIS HOME A SHORT WHILE BEFORE THE ATTACK WITH THE SPECIFIC INTENT TO SHOOT OFFICER BOUGHTON WHOM HE HAD SEEN EARLIER PARKED IN HIS CRUISER NEAR A FIRE STATION WRITING A REPORT. THIS WAS LEARNED FROM THE DECEASED MAN'S MOTHER!

BOUGHTON STATED THAT AS MUCH AS HE CURSED SOME OF THE TRAINING HE RECEIVED AT THE WISCONSIN STATE PATROL ACADEMY, HE CREDITS IT WITH POSSIBLY SAVING HIS LIFE ON APRIL 25, 1973. BOUGHTON WAS A TROOPER FOR WISCONSIN FOR A YEAR AND SERVED AS CAR 129 UNDER SGT. B. J. MUSCHINSKI.

--PHIL LITTLE, U.W. POLICE, FORMER RADIO LTE, WSP DIST. NO. 1

NOTE: RAY BOUGHTON CAME FROM COLFAX AND WENT THROUGH THE 18TH RECRUIT CLASS FROM JUNE 3 TO AUGUST 29, 1968. --ED.

HAD MISPLACED THIS ONE: LETTER FROM BOB SEVERSON, JUVENILE COURT WORKER AT MAUSTON COMMENDED TPR. CHARLES BENNETT FOR THE SKILLFUL MANNER IN WHICH HE HANDLED APPREHENSION OF AN ELEVEN YEAR OLD BOY WHO WAS DRIVING A STOLEN CAR. NO INJURY OR DAMAGE TO THE VEHICLES WAS DUE TO SKILL AND DRIVING EXCELLENCE, ACCORDING TO SEVERSON. HOW SWEET IT IS.

LETTER OF COMMENDATION RECEIVED FROM D. J. MC DANIELS STATED TO CAPT. DE GUIRE THE MAN'S ENDORSEMENT OF TPR. BLOEDOW'S HANDLING OF AN ENFORCEMENT SITUATION INVOLVING THE MAN'S SON.

THESE THINGS ARE GREAT. PEOPLE DO CARE, FELLOWS. KEEP UP THE FINE PR.

I N M E M O R I U M

TPR. LEONARD HEISZ'S FATHER PASSED AWAY ON SEPT. 15, 1973.

ON SEPT. 7TH, IN SOUTH DAKOTA, TPR. GLEN STEFFEN'S STEP-MOTHER PASSED AWAY.

SGT. DUANE ZABEL'S MOTHER PASSED AWAY AT WATERTOWN ON SEPT. 4, 1973.

MARGARET (MRS. GAIL) MINKS' FATHER PASSED AWAY AT NEENAH, SEPT. 12TH.

HERE IS THE DOPE ON THE SEPTEMBER "WHATZ-IT" AS WELL AS THE WINNER'S NAME AND WHAT HIS PERSONALIZED MEMO PAD LOOKS LIKE.

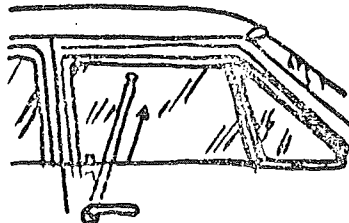
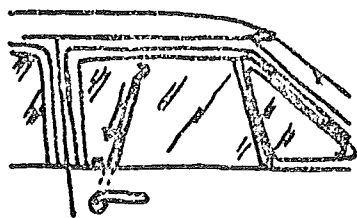


from the desk of-
Wayne C. Achterberg
Trooper II

"SLIM-JIM" CAR OPENER

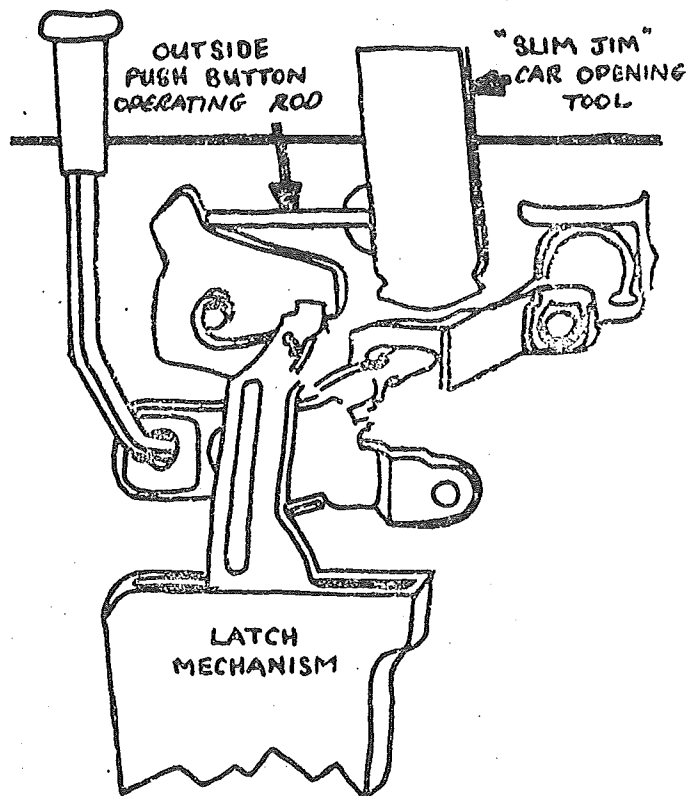
This tool will open General Motors, Ford and Chrysler automobiles. This tool may be bought by the general public (Stock No. CO-10)

The tool is used by inserting it beside the window glass, down into the door. The tool must be bent to unlock most cars. The three basic ways the tool may be used are: (1) Tool is inserted slightly in front of the key lock and angled



back to the lock its self, (2) the tool is inserted straight down over the key and lock (3) the tool is inserted as far to the rear of the door as possible.

Depending on the make and year of the vehicle, the tool is either pulled or pushed gently and it will "pop" the door locking button up and unlock the vehicle.



ONE OF THESE TOOLS WOULD BE A WELCOME SIGHT IN THE HANDS OF A FRIEND IF YOU WERE EVER LOCKED OUT OF YOUR CAR (LIKE ORRIE BRETTINGEN WAS!):

"DEAR EDITOR: WHATZ IT OBJECT OF SEPTEMBER ISSUE IS A TOOL DESIGNED FOR OPENING LOCKED CAR DOORS. I DON'T CONFESS TO BE A CAR THIEF, BUT RATHER AM KNOWLEDGEABLE BECAUSE I WAS AT ONE TIME ASSISTED BY THE HUDSON POLICE DEPT. TO GET BACK INTO MY VEHICLE. CAR DOORS LOCKED WITH KEY LEFT IN THE IGNITION.
/S/ ABSENT-MINDED INSPECTOR,
ORRIE E. BRETTINGEN
HUDSON, WIS."

OTHERS WHO CORRECTLY IDENTIFIED THE TOOL WERE ELEANOR MULL, INSP. J. BROWN, INSP. L. BURZYNSKI, TPR. FLOYD BRANCHFIELD, AND DON SENO AND HIS WHOLE CREW OF ANTI-CAR THEFT PEOPLE..... THANKS, FOR YOUR RESPONSE--EDITOR.

TPR. BOB ZUKAS GOT THE BOWLING SEASON OFF WITH A BANG. ON HIS FIRST NIGHT AND THE FIRST TIME UP, HE MANAGED SOME FANCY FOOTWORK AND CAME UP WITH A FOUL. UNLIKE MOST CONVENTIONAL BOWLERS WHO ACCIDENTALLY SLIP THEIR FOOT ACROSS THE FOUL LINE, ZUKE VERY STRATEGICALLY --AND SUDDENLY--PLACED HIS DERIERRE ACROSS THE LINE. NORMALLY, ONE WOULD THINK THAT A PERSON IN A PREDICAMENT SUCH AS THIS JUST FELL. HOWEVER, IN THE CASE OF A DEDICATED SELF-DEFENSE INSTRUCTOR, MAYBE HE WAS JUST PRACTISING HOW TO FALL WITHOUT SUSTAINING ANY PERSONAL INJURY. (HAR! HAR!) . . .

DID YOU NOTICE?---THANKS TO THE DILEGENT EFFORTS OF SGT. TOM PUFFER, A DISPLAY CASE HAS BEEN ADDED TO THE ACADEMY FACILITIES. ITEMS TO BE PLACED ON DISPLAY INCLUDE THE MEMORIAL PLAQUE FOR THE LATE TPR. DON PEDERSON, IN-SERVICE PISTOL TROPHIES AND VARIOUS ITEMS RELATING TO OUR FINE STATE PATROL.

--
State of Wisconsin
MOTOR VEHICLE DEPARTMENT
(INTER-OFFICE COMMUNICATION)

To: Sgt. Peterson
Enforcement Division

Date February 4, 1958
Re: 1957 Rambler Flt. 318

This vehicle has a top speed of 88 mph. without any pickup. The car seems to be slow after it reaches high gear, at that time it seems to labor. In the same distance that the car would reach 74 mph. when new it will only do 67 mph. now. The vehicle has been tuned up at 17,000 miles on August 31, 1957 and 23,608 miles on November 22, 1957, and again on January 8, 1958 at 27,178 miles. The gas mileage has been very poor since new, averaging 9.6 to 11.4 miles per gallon (this has been figured on a monthly basis). The tune up work on this car has been done at Michel Bros. Garage, Franksville, Wis. and Yaeger Nash, 5121 W Forrest Home Ave., Milwaukee.

Neither garage can obtain satisfactory results on the correction of the above conditions of the car.

The brakes on above vehicle have been relined by Hartung Nash, 3030 N. 3 St., Milwaukee at 16,000 miles at which time the brakes held very good. The linings on the front wheels wore out at about 25,000 miles. Hartung Nash again relined the front wheels, the linings that they put in at that time do not hold. It has a hard peddle, but there is a lot of brake fade and it is impossible to come to a fast stop over 50 mph. I have driven this car since new which amounts to 11 months and it has 29,494 miles as of this date.

Charles H. Yaeger
263

SHADES OF 1973--AND WHOSEZ THAT LIGHTNING DOESN'T STRIKE TWICE IN THE SAME PLACE. THOUGHT YOU MIGHT BE INTERESTED.

THIS IS A FACSIMILE OF THE PLAQUE NOW ON DISPLAY AT THE W.S.P. ACADEMY. IT BEARS THE DENTED BADGE HE WORE ON THE NIGHT THAT TROOPER DON PEDERSON WAS SHOT TO DEATH.

ITS HOME WILL BE NEW DISTRICT NO. III HEADQUARTERS WHEN THAT FACILITY IS COMPLETED AND DEDICATED.

IN MEMORY OF

TROOPER DONALD C. PEDERSON

WHO BEGAN HIS CAREER ON AUGUST 1, 1966 AND WAS
KILLED IN THE LINE OF DUTY ON AUGUST 26, 1972.

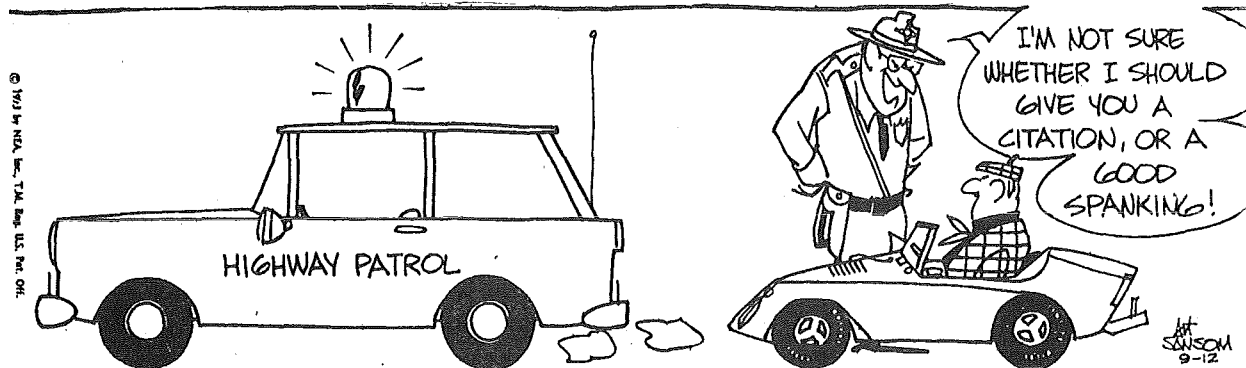


"Ever Keep Thy Promise, Cost What It May;

This Is To Be As True As Steel."

CHARLES READE

ISN'T
IT
THE
TRUTH!



BIG SHOTS

TWO FORMER AND ONE CURRENT MEMBER(S) OF THE ENFORCEMENT BUREAU COMPRISE THREE-FIFTHS OF THE FIRST PLACE TRAP SHOOTING TEAM IN CLASS "B" OF THE MADISON GUN CLUB SUMMER LEAGUE. PAT BYRNE CAPTAINS THE TEAM, WITH DAVID SMITH, WILLIAM GELHAUS, RICHARD BISHOP AND PHIL SOCWELL ROUNDING OUT THE HOT-SHOOTING MEMBERS.

NOT ONLY DID THEY WIN THE TEAM TROPHY, BUT THEY ALSO WERE PRESENTED WITH INDIVIDUAL MANTLEPIECES. THIS TEAM GOT HIGH TOTAL BIRDS IN THE COMPETITION IN B.

THE COURSE CONSISTS OF 2,000 ROUNDS PER TEAM IN THE SERIES, WITH 53 TEAMS COMPETING IN FIVE CLASSES. OUR GUYS ALL SHOOT 12-GAUGE, PAT AND DAVE 870 REMINGTON TROMBONES AND BILL AN 1100 REMINGTON AUTO.

NEED WE SAY THAT THEY ALL DO THEIR OWN RELOADING!

CONGRATS TO THE GUYS ARE IN ORDER. . .

"FOR 'ROAD-RUNNER' OR WHAT EVER THEY CALL THEMSELVES NOW----FOLLOWING MSG RECEIVED FROM DIST. 6 HDQS ON TELETYPE -----NO WONDER WE WONDER ABOUT DIST 6 COMMUNICATIONS OPERATIONS.....DIST 8

TIME 10498 3397 09/10/73 1320
SPEC SPSP
824 805 10-7 SCARED HRT HOSP EC."
(AND THAT'S WORD-FOR-WORD--EDITOR)

CAPT. GRIFFITH WAS RECOUNTING THE TALE OF A RECENT TRANSFEREE FROM DIST. 2 TO HIS DISTRICT. THE NEWLY REBORN ONE ASKED HIS NEW COMMANDER IF THERE WAS A QUOTA. THE REPLY WAS, "YES, A CONTACT EVERY 30 SECONDS, A HAZARDOUS EVERY 4 HOURS." THE NEW ARRIVAL SAID WITH A HURT LOOK, "CAPTAIN KENNELLY ALWAYS LET US WRITE AS MUCH AS WE WANTED."

SHOW AND TELL

AT THE ACADEMY, TPR. ZUKAS WAS REMOVING TPR. LOHMAN FROM A CRUISER, WAS DEMONSTRATING THE "LEG PULL" METHOD. AS TPR. LOHMAN CAME OUT, FEET-FIRST & FACE-DOWN, "ZUKE" PUT HIS RIGHT FOOT BEHIND THE LEFT KNEE OF THE VICTIM, FLEXED THE LEFT LEG UP, AND SECURELY PINNED LOHMAN DOWN. THE CLASS HAD FALLEN SILENT. JUST AT THAT MOMENT, TPR. BELL REMARKED, "THERE! NOW, WILL YOU GET THAT DAMN TAIL LIGHT FIXED?"

SILVER BELLS

CONGRATULATIONS TO COL. LEW AND MAGGIE VERSNIK ON THEIR 25TH!



To celebrate silver wedding

Col. and Mrs. Lewis V. Versnik, route one, Box 242, Lodi will celebrate their 25th wedding anniversary on Saturday evening at 7 p.m., September 29, at Nino's Steak Roundup, Nakoma Plaza, Madi-

son. No formal invitations are being sent.

Col. and Mrs. Versnik, the former Margaret Schneider, were married in Milwaukee on October 2, 1948.

They have three children, Mrs. Mary Gibson, Verona, Steve, Verona, and Cindy, at home. They have three granddaughters.

REMEMBER: THE HONEYMOON IS OVER WHEN THE LITTLE WOMAN STARTS COMPLAINING ABOUT THE NOISE YOU MAKE WHEN YOU ARE GETTING BREAKFAST.



SIGN UP FOR SAFETY.

9-42-189

BUREAU OF PERSONNEL
MADISON, WISCONSIN

2-2-116

EXAMINATION ANNOUNCEMENT

FOR

TRAFFIC OFFICER

SALARY \$150 A MONTH AND TRAVELING EXPENSES

(Closing Date for filing application, September 19, 1942)

GENERAL INFORMATION: A standard application form must be filed for this examination. In requesting an application blank from the Bureau of Personnel, State Capitol, Madison, Wisconsin, enclose a large-sized, stamped, self-addressed envelope.

Applications must be on file in the office of the Bureau of Personnel not later than September 19, 1942. In order to receive consideration, it is essential that the applicant supply detailed and complete information regarding his training and experience.

Within the next few weeks it is anticipated that there will be seven traffic officer vacancies caused by the absence on military leave of permanent employees.

EXAMINATION: The examination will consist of the following parts: (1) written examination; (2) evaluation and rating of training and experience; (3) oral examination; (4) physical examination.

Examination permits directing accepted applicants to report for a written examination at the examination center nearest their residence will be mailed approximately one week prior to the examination date.

Competitors attaining the highest ratings will, in the order of their standing and in sufficient number to satisfy the needs of the service, be requested to appear at their own expense before a board for oral examination. The purpose of the oral examination will be to enable the board to examine concerning personal qualifications essential to proper performance such as (1) physical fitness and appearance; (2) ability to gain cooperation and to cooperate with others; (3) capacity to accept and fulfill responsibility; (4) ability to plan and organize work and carry out assigned programs; and (5) to discuss the applicant's training and experience as it relates to this job.

DUTIES: Under general supervision in an assigned territory to enforce state laws and regulations relating to the licensing and operation of motor vehicles and drivers on Wisconsin highways.

QUALIFICATION REQUIREMENTS:

- (1) Minimum qualification requirements: Citizenship of the United States, residence in Wisconsin for one year prior to date of filing application and two years experience in one or a combination of the following fields: (A) law enforcement, as a field man for a state department or agency, or as a municipal or county officer with responsibility for traffic regulation; (B) the management or operation of motor vehicles engaged in inter-city or inter-state transportation of passengers or property under contract or common carrier authority; and, completion of the eighth grade.
- (2) Desirable experience and training: At least three years' experience as a law enforcement officer or as a motor bus or truck operator under contract or common carrier authority on inter-city routes; completion of high school training including or supplemented by courses in law, commercial arithmetic, bookkeeping, business English, and other commercial subjects.

- (3) Knowledges: (A) Knowledge of the state laws, rules, and regulations pertaining to motor vehicle traffic and the operation of various types of motor vehicles operated on the public highways.
(B) Knowledge of highway classifications; of construction of various makes of motor vehicles; of weight limitations and portable and stationary weighing devices.
(C) Familiarity with the geography of the state, particularly with reference to the routes of principle highways, location of cities connected by those routes and the approximate distances between principle cities.
(D) Familiarity with enforcement methods, court room procedure, and with statutory provisions relating to the making of arrests and the handling of prisoners.
- (4) Abilities: Ability to enforce, explain and interpret state motor vehicle laws and the department's policies, rules, and regulations clearly and courteously.
- (5) Personal attributes: Initiative; resourcefulness and sound judgment in handling field problems not specifically covered by regulations or instructions from departmental superiors; tact; integrity, pleasing personality; neat appearance and mature deportment.
- (6) Physical characteristics: Sound health, strength and endurance.

NOTE: Under date of August 18, 1942, the Bureau was informed by the Motor Vehicle Department that applicants, in order to receive favorable consideration for appointment should (A) be not less than 5'8" tall, (B) be not over 35 years of age unless they have had at least five years continuous experience as a law enforcement officer in Wisconsin.

Age restrictions will not apply to veterans.

LIEUTENANT JIM JEATRAN SENT THE FOREGOING DATED ANNOUNCEMENT IN TO US, ALL NEATLY TYPED UP. THOUGHT YOU WOULD LIKE TO SEE HOW TOUGH THINGS USED TO BE! LAST TIME WE SAW SOMETHING LIKE THIS EITHER AL PRATT OR SGT. GEO. GUSS SENT OVER AN OLD OPPORTUNITIES BULLETIN IN PHOTOCOPY.--EDITOR.

"TRAFFIC TICKET TRAUMA" - 'AT WIT'S END', FROM ERMA BOMBECK'S COLUMN:

This column is one of a collection, "The Best of Bombeck," to be published in book form this fall by Doubleday.

My husband says I overreact to a traffic ticket. That's not true. I know a lot of women who cry for three days. And sell the car. And try to retain F. Lee Bailey to defend them.

The trouble with men is they do not have the proper respect for a traffic ticket. To them, it is a sign of manhood, like drinking a quart of beer without belching. To women, it's an emotional trauma, comparable to Hester wearing a large "A" on her chest that stands for Auto Violation.

MY HUSBAND considers my traffic tickets the greatest source of humor since Milton Berle wore a dress. As a high school graduate, I consider them a humiliation.

I have received three citations in 23 years of driving. The first one was in 1950, when I made a U-turn in front of a paddy wagon. I know what you're thinking. You're thinking I didn't see the paddy wagon. Wrong. In my mind, I humanized the police officer, rationalizing he was a man who took out the garbage, stood in line at the circus, and knew the agonies of circling the block 18 times only to see a parking spot on the other side.

If I live to be a hundred, I will never forget the laughter that came out of that paddy wagon.

MY SECOND misdemeanor was for speeding . . . while passing a police cruiser. As I sped by, I purposely waved to the officer and pointed to my watch, indicating that I had a dental appointment for my son and would be charged for it if we were late.

I thought it odd when he escorted me from behind with his siren and red light for three miles, but I respected him for his understanding.

In traffic court, I sobbed so uncontrollably they had to give me an aspirin and a cup of hot tea to sedate me.

LAST WEEK, I cut in front of a police car to make an illegal left turn. As the officer put on his riot helmet and a crowd began to form around my car, I knew he would not buy the fact that if I was stupid enough to cut in front of a police cruiser for an illegal turn, I surely wouldn't be smart enough to figure out the one-way streets in the downtown area.

What could I do? I got out of the car, threw myself against the hood with my feet apart, asked to hear my rights, and requested a phone call to my husband.

Now, my husband is laughing. But just wait till he finds out who gets custody of the kids!

NOSE TROUBLE

ON AUGUST 30, A FLORIDA-BASED TRACTOR AND TRAILER UNIT WAS CHECKED FOR WISCONSIN REGISTRATION AT THE KENOSHA SCALE. INSP. DENNIS J. KIRSCH CHECKED THE ID NUMBERS AND BECAME SUSPICIOUS WHEN HE DIDN'T LIKE THE LOOKS OF TWO OF THE NUMBERS ON THE TAG.

INSP. KARL CHECKED THE NUMBER AND THEN GOT IN A CALL FOR SOOPER-SNOOPERS FROM SENO'S STABLES. CMEYLA AND SMETANA GOT ON THE SCENT AND DIDN'T LET GO UNTIL THEY LOCATED THE VIN AND TRACKED DOWN THE REAL STORY--THE TRACTOR WAS STOLEN OVER TWO YEARS AGO. THE INSURANCE COMPANY HAD PAID OFF \$26-M ON IT ALREADY. THEY WERE UNABLE TO FIND ANY NUMBERS ON THE TRAILER AT ALL! PROBABLY HOT, TOO.

SGT. "WHAT'S-HIS-NAME" ED TAYLOR IS BEGINNING TO THINK THAT CAPT. LACKE IS TRYING TO TELL HIM SOMETHING. ON ONE OF THOSE RECENT TOURS UP TO WAUPUN STATE PRISON THE CAPTAIN NOT ONLY LEFT ED BEHIND IN THE PRISON, BUT DROVE OFF AND LEFT ED WITH NO TRANSPORTATION AT ALL...

LET IT BE KNOWN THAT DIST. VI HAS A POTENTIAL 300 SHOOTER AMONG THE ROOKIES! TROOPER WYNSTRA RECENTLY TRIGGERED HIS MACE UPON SITTING DOWN ON THE 50-YARD LINE. IMMEDIATELY, THE TEARS SPRANG FORTH, BUT HE CONTINUED FIRING--TO END UP WITH A SCORE OF 230!.....

8/20/73 DEAR PEOPLE OF CHIPPEWA COUNTY, YOUR JUSTICE, AND YOUR ARM OF THE LAW, WITH ITS BIRD OF PARADISE THAT FLIES IN THE SKY:

YOUR GREAT SILVER BIRD OF PARADISE HAS CLOCKED ANOTHER TRUCK ON YOUR SPEED TRAP EAST OF CHIPPEWA FALLS ON A TWO LANE DIVIDED HIGHWAY WITH A POSTED SPEED OF 45 MPH WHILE TO THE WEST EDGE OF THE CITY OF CHIPPEWA FALLS A TWO LANE, DIVIDED HIGHWAY HAS A POSTED SPEED OF 55 MPH/.

FOR MY MONEY (DAMN PRECIOUS TOO) IT SHOULD RAIN GASOLINE ON THE NEST OF YOUR GREAT SILVER BIRD OF PARADISE FOR SIX DAYS AND THEN LIGHTNING SHOULD STRIKE HIM IN THE TAIL FEATHERS. C. BLATTLEY

(CAR 607 SENT THAT ONE IN TO LIEUT. BUZA WHO SHIPPED IT DOWN TO THE NEWS DESK)

The man who seeks your advice too often is probably looking for praise rather than information.

BIKE SAFETY PROGRAM --CHUCK HOLL

ON FEB. 19, 1973 TPR. CHUCK HOLL SUBMITTED A PROPOSAL ON A BICYCLE SAFETY PROGRAM AND ON MAY 19, 1973 THE BIKE SAFETY PROGRAM WAS CARRIED OUT IN SAUK CITY. THE LOCAL VFW CARRIED THE SPONSORSHIP AND MOST OF THE EXPENSES.

RUN ON THE SAME BASIS AS A "BIKE RODEO" THIS PROGRAM CONSISTED OF A WRITTEN TEST FOR KNOWLEDGE OF LAW AND SAFE PRACTISES, THE EQUIPMENT CHECK LIST TO BE SURE THE BIKES EACH MET MINIMUM STANDARDS--SUCH AS SEAT, WHEELS, FORK SPROCKET, PEDALS ETC.--AND THE PROFICIENCY TEST--THE ACTUAL PERFORMANCE IN BEING ABLE TO RIDE THE BIKE PROPERLY.

TPR. HOLL SPENT ABOUT 64 HOURS ON THE PROGRAM, MOST OF THAT BEING IN THE RESEARCH AND DEVELOPMENT. WHEN THE EVENT WAS RUN OFF, HE WAS AT THE SITE FOR 6 HOURS--THREE OF THAT SUPERVISING SET-UP OF THE PROGRAM, TWO IN RUNNING IT OFF, AND ONE HOUR IN CLEAN-UP OF THE SITE.

THERE WERE 112 PARTICIPANTS, INCLUDING EIGHT ADULTS. CHARLIE FIGURED THAT THIS FIGURE REPRESENTED OVER FIFTY PER CENT OF THE KIDS IN THE AGE GROUP THEY EXPECTED TO DRAW FROM. EACH CONTESTANT RECEIVED AN INSPECTION STICKER AND A PROFICIENCY CARD.

ALTHOUGH TPR. HOLL WAS PLEASED WITH THE SUCCESS OF THE FIRST PROGRAM, HE IS SURE THAT NEXT YEAR'S EVENT WILL BE EVEN BETTER. THE VFW WILL HANDLE IT AGAIN.

\$14,931 Ahead

Winner At 190 MPH, Loser At 76

It was a good thing Mark Donohue won the \$15,000 first prize Sunday at the Road America Can-Am race at Elkhart Lake, because he received a \$69 setback 48 hours earlier.

Donohue, the record-breaking race car driver from Pennsylvania, was ticketed Friday night on Highway 57 at County Trunk N just north of Waldo for traveling 76 miles per hour in a 55 MPH zone.

And State Trooper Steve Montaba said he was sure of the speed because he checked it with a computer. (Donohue was clocked at 190 MPH in the official race Sunday).

The trooper said the famed driver, who was traveling alone in a porsche at the time of his arrest, was "extremely polite -- you couldn't meet a nicer guy."

Montaba said that although he recognized Donohue from pictures, he didn't say anything. However, when they went to the Plymouth Police Department to post bond, one of the officers there recognized the speedster, and Donohue admitted his identification was correct.

"He's just like everyone else," said Trooper Montaba. "I guess he was in a little hurry."

TROOPER IN SERVICE RANGE FIRING

FIRST WEEK

EXPERT

SGT. G. SPRATZ	DIST 2	295	14x
TPR. R. STEINER	DIST 8	292	5x
TPR. G. BELL	DIST 3	290	4x

SHARPSHOOTER

TPR. JAMES SKAARE	DIST 6	287	4x
TPR D. PUERINGER	DIST 2	277	7x
TPR J. GROVER	DIST 3	266	4x

MARKSMAN

TPR J PRUSKO	DIST 2	263	8x
TPR R. GEURTS	DIST 3	258	6x
TPR T. WROBLEWSKI	DIST.6	241	4x

SECOND WEEK

EXPERT

TPR. J. BRUNS	DIST.1	297	10x
TPR G. DANIELS	DIST.5	295	9x
TPR. S. KOCH	DIST 3	294	5x

SHARPSHOOTER

TPR T. KNUTSON	DIST 5	273	4x
TPR B. HOYT	DIST 6	264	1x
TPR W. PLENDL	DIST 1	259	1x

MARKSMAN

TPR. E STROMING	DIST 4	283	8x
TPR G. SELKE	DIST 1	277	7x
TPR O. WENCENTSEN	DIST 3	276	6x

THIRD WEEK

EXPERT

TPR. D. WRECKE	DIST 2	292	9x
TPR C. YORK	DIST 1	287	4x
TPR C. COX	DIST 2	284	8x

SHARPSHOOTER

SGT J. BRIGGS	DIST 6	295	6x
TPR F. HART	DIST 3	285	6x
TPR R. OLSON	DIST 4	278	10x

MARKSMAN

TPR W. DUNFORD	DIST 5	279	4x
TPR G. YEAZLE	DIST 1	276	7x
TPR. L. MANE	DIST 5	270	4x

MOST IMPROVED SHOOTERS IN FIRST WEEK WERE TPR. GEURTS AND TPR. SKAARE WHO BOTH RAISED THEIR PREVIOUS SCORE BY 33 POINTS AT THIS SESSION.

MOST IMPROVED SHOOTER IN THE SECOND WEEK WAS TPR. BRIAN FEIGE WITH AN IMPROVEMENT OF 93 POINTS OVER HIS PREVIOUS SCORE.

THIRD WEEK'S MOST IMPROVED SHOOTER WAS TPR. WALT DUNFORD WITH AN 84 POINT RAISE OVER LAST YEAR.

AFTER THREE WEEKS OF SHOOTING, THE HIGH SCORES TO DATE ARE AS FOLLOWS:

EXPERT

SHARPSHOOTER

MARKSMAN

TPR. JOHN BRUNS	SGT. J BRIGGS	E. STROMING
G. SPRATZ	J. SKAARE	W. DUNFORD
G. DANIELS	F. HART	G. SELKE

PRINTS FOR POSTERITY.

BY THIS TIME, MOST EVERYONE IN DIST. 1 KNOWS THAT INSP. DONNIE LEECE'S FINGER PRINTS ARE PERMANENTLY EMBEDDED IN ONE OF THE KOHLER FIXTURES IN THE MEN'S ROOM OF THE REESEVILLE RESTAURANT!

THE RUMOR IS THAT HE WAS ATTEMPTING TO SHUCK A KIDNEY STONE. THE REAL REASON IS THAT A JET PLANE DIVED ON THE VILLAGE AND PULLED UP ABOUT 100 FEET OVER THE RESTAURANT WHILE DONNIE WAS IN THE REST ROOM.

DONNIE SAID THAT IT WOULDN'T HAVE BEEN SO BAD IF HE HAD KNOWN THAT THE JET WAS COMING BEFORE IT WENT.

SCHOOL BUS INSPECTION TEAM NO. 5 WILL VOUCH FOR THIS AND HOPE THAT IT SQUELCHES THE RUMOR.

PCO TOM WRYSINSKI SAID THAT HE SAW TPR. DENNIS SCHROEDER AT THE HOSPITAL, WAUSAU. DIST. IV'S EYE IN THE SKY TRIED TRAIL-RIDING AND WAS DOING FINE UNTIL HE LOOKED BACK TO SEE WHERE HIS RIDING PARTNER MIGHT BE AND ABOUT THAT TIME DENNIS HIT A ROCK.

WELL, DENNIS AND HIS MACHINE, HERETOFORE MADE FOR EACH OTHER, PARTED COMPANY RIGHT THERE. DENNIS IS STILL SPORTING SOME NASTY BLACK, BLUE AND GREEN BRUISES, BUT SHOULD BE O.K. SOON. THE MISHAP OCCURRED ON THE 26TH OF SEPTEMBER.