



ENFORCEMENT DIVISION

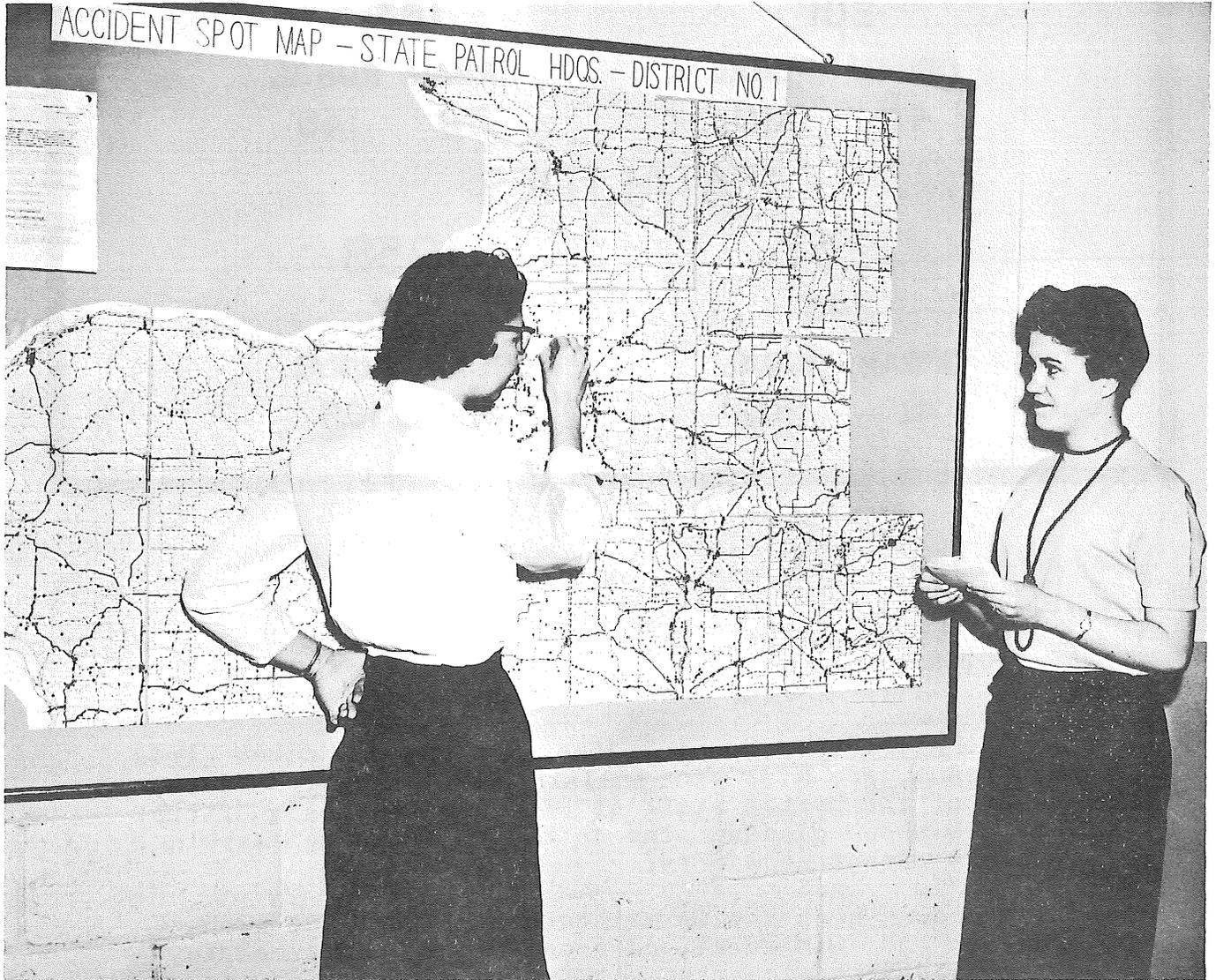
NEWS-GRAM



Vol II No. 2

March - April 1958

Madison, Wisconsin



THE PRICE PAID

JAN 1 - APR 30

FATAL ACCIDENTS

1957	1958
201	183

URBAN	RURAL	URBAN	RURAL
41	160	38	145

FATALITIES

1957	1958
243	207

URBAN	RURAL	URBAN	RURAL
41	202	41	166

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:COVER PICTURE :
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The two attractive young ladies, who are our cover girls this issue, are Miss Jane Kollath, left, and Miss Elaine Roever of the office staff at District One Headquarters. They are shown placing pins on the district map marking the most recent accidents.

The accident spot map is maintained at district headquarters and each fatal, personal injury and property damage accident occurring within the district is marked as to location by a special pin representative of the type of accident. The pins also are colored, with a different color being used for each three-month period during the year.

Each of the six patrol districts maintains an accident spot map for its particular territory. These maps serve as a guide in determining the assignment of officers to areas of high accident experience.

STATE NEWS

UNDERSHERIFF FINDS NEW GUNS
LOADED

Undersheriff Henry P. Ferguson was trying out new guns Wednesday afternoon and decided to buy a new .38 caliber revolver.

After the purchase was closed with salesmen in the City-County building, Ferguson picked up his new weapon and squeezed off a practice firing while aiming at the wall.

But the revolver was loaded and the bullet fired. The slug missed Sheriff Fred Goff who was standing close by, shattered a glass plate which serves as an office divider, and then went into a nearby wall.

The bullet ricocheted off the wall and was later located down the aisleway in the sheriff department offices.

Everyone was startled, no one hurt, and Ferguson said he would do his next practicing at the firing range.

--Wisconsin State Journal

* * *

POLICE RADIO HELPS BOY IN STOLEN
CAR

A 14 year old boy frustrated attempts of police to track him down Thursday night because he could hear their radioed instructions in the stolen police car he was driving.

Finally, the boy tipped off authorities by saying: "You can't catch me that way 'cause I know where you are."

He returned the vehicle undamaged 15 minutes after Chief Lawrence Kaepfen said no harm would come to him. The boy was turned over to juvenile authorities.

--Milwaukee Journal

GUY WHO WANTS TOUGHEST AND BEST POLICE TRAINING IN THE WORLD can head for the Wisconsin Patrol Academy. Despite low pay, there are always many more applicants than can be accepted.

--Male Magazine
April 1958

* * *

MARSHAL AT NIAGARA PLAYS NO
FAVORITES

Village Marshall Joe Rousse arrested himself after his squad car collided with another car at a corner here, took himself before a justice of the peace Friday, pleaded guilty to a charge of failing to yield the right of way and paid a \$25 fine.

--Milwaukee Journal
April 29, 1958

* * *

WARNING TO POLICE (Editorial)

So police officers think they have troubles with wild drivers. They ain't seen nothin' yet.

One scientific report predicts that in the not too distant future cars will be wheel-less. They will cruise two feet off the ground and be propelled by ducted fans. These vehicles will be able to climb as high as 100 feet.

Well, at least they'll eliminate the squealing of tires which seems to fascinate today's teenagers.

--Waukesha Daily Freeman
April 11, 1958

STATE NEWS

'TOUGH' POLICE CHIEF ARRESTS HIS DAUGHTER

Police Chief V. D. Mitchell, who had announced a get tough policy on Winslow's juvenile delinquents, Tuesday identified his 14 year old daughter, Lucy, as one of four teenagers he arrested for possession of alcohol.

--Milwaukee Journal
March 26, 1958

* * *

'DISORDERLY CONDUCT' CAREFULLY EXPLAINED

The police manual of this city says that a policeman should not charge a prisoner with disorderly conduct just because the prisoner swears at him. It's one of the experiences of being a policeman, the manual says. But if a law abiding citizen hears the swearing, the manual continues, then it becomes disorderly conduct.

--Milwaukee Journal
April 15, 1958

* * *

EDITORIAL

With delightful summer weather upon us, the increase in traffic incidents can be expected and some have already occurred. A new and shiny bright car may look attractive but when it gets out of control, it's really a mess as any traffic officer will tell you. Not only is the car a mess but the passengers are generally worse off--broken bones, bleeding cuts, even death.

And we guess there's nothing much to be done about it except hope that it's someone else involved, but it

could be you.

--New Richmond News
April 17, 1958

* * *

OTHER STATES

FROM SIRCHIE FINGER PRINT LABORATORIES
Berlin, New Jersey, Catalog No. 218

Letter from Customer:

Gentlemen:

As Chief of, I decided to investigate crimes with a finger print outfit purchased from your company. To get better results of an old man's hands, I tried to use tissue builder which takes wrinkles out of fingers. I went by instructions, but I only got as far as the first finger. The needle was too painful. The old man threatened to sue me. Can I return the kit for refund?

Chief.....

ANSWER

Dear Chief:

A cadaver, such as mentioned in instructions, means corpse. You do not use post mortem equipment on live persons.

You may return the kit; but we suggest that you study the instructions before using. Practice on dead fingers only.

--Vox-Cop

* * *

OTHER STATES

GUNSLINGERS OVERRATED

A pioneer peace officer and cowman of the old west has had the nerve to come right out and say that as far as gunfighters go, "you can take the average policeman patrolling the streets today and set him back in a cowtown street 70 years ago and he will outshoot the deadliest killer in town.

It is refreshing to have a 79-year-old former deputy marshal, special agent for the Treasury Department and railroad detective shatter an illusion which has been kept alive for generations. But the old timer has lived long enough to witness the improvements in everything, including gun-shooting.

The beat policeman, the FBI agents and the sheriff's men of 1957 are better trained, he says, they have better guns, with better cartridges and are faster on the draw and more accurate in their aim.

--Vox-Cop

* * *

21,038,400 TO 5

He was the hottest handicapper at the track. Only 30, he knew more about horses than any man twice his years. This mind was a veritable encyclopedia of facts about every important race horse--blood lines, performance in previous races, etc.

Our friend also knew the record and the capabilities of the jockeys. In short, he knew when to place his bets--when the odds were right. He'd have been a sure bet on the \$64,000 Question.

After a very successful day at the track, he got into his car to drive back to town. Traffic was moving along on the two-lane road at a respectable 50-mile-an-hour clip. But that was too slow for him.

At 60, he figured he could save five minutes travel time. So he gunned his car to 60 and began passing. He saw the car approaching from the opposite direction, too late! They gave him a nice funeral.

One of his old buddies figured the odds our handicapper took when he pulled out of line at 60 mph. It figures this way: thirty years old--with maybe 40 years to go. That's 40 x 365 days a year (with 366 for leap year), or 14,610 days. Multiply this by 24 hours a day and you get 350,640 hours, times 60 minutes in each hour for a total of 21,038,400 minutes.

He tried to save five minutes. The odds? 21,038,400 to 5---
What a dope!

--Fleet Supervisor
Columbine

* * *

TOO YOUNG TO REMEMBER

Two young officers from the Romeo Post had policed an accident just before coming off patrol.. They were overheard trying to decide what year the foreign car was made that was involved in the accident. It turned out to be a 1934 Airflow Chrysler.

--Post-er

* * *

OTHER STATES

EVIDENCE FLIES AWAY

Troopers Franklin Gust and Melvin Davis, Mt. Pleasant, watched as Conservation Officer Howard Rowe, Mt. Pleasant examined a cock pheasant that a violator had shot down in a farmer's field. The violator, in the custody of Gust and Davis, also watched.

Suddenly much to the surprise of everyone, the bird fluttered and took off, leaving Rowe with a handful of feathers. It had been only stunned.

The judge did not ask for evidence, and the shooter was fined.

--Post-er

* * *

MINNESOTA TO SPOT SPEEDERS FROM AIR

The Minnesota Highway Department is marking measured distances on certain stretches of highway to enable flying highway patrol officers to check speeding motorists.

Bright yellow airplane silhouettes painted on the highway will mark off check sections.

Paul R. Martz, chief of the highway patrol, said about 90 locations in the state have been selected for the speed checks.

"Speed is the largest single factor in fatal accidents," said Martz, "and we are doing everything possible to encourage less speeding and more safe driving."

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WHAT'LL-THEY-THINK-OF-NEXT DEPARTMENT

A driver examiner for the Oklahoma Department of Public Safety recently had this experience.

A woman of limited education was taking her driving test and was doing okay except for an occasional blood-curdling yell.

Finally, the examiner inquired: "What's the idea of yelling at every other intersection?" Her reply was: "Well, those triangle-shaped signs say to yell, don't they?" She was referring to YIELD signs.

--Traffic Shorts

* * *

TOO FAST OR TOO SLOW

Luther Edward Creech, ticketed in an Oklahoma City radar check zone, circled the block and went through the zone at 10 mph, waving a sign to warn other motorists. He was nabbed again, this time on charges of driving too slow and disorderly conduct. In court the judge sided with Creech, told arresting officers: "He slowed traffic down. That's what the radar was for, wasn't it?"

--Traffic Safety

* * *

Pat Buttram: "Fifty years ago reckless drivers were just as reckless as they are today. The difference was--that in those days they were driving something that had more sense than they."

* * *

THE DEVELOPMENT OF THE LAWS
AFFECTING SPEED LIMITS IN
WISCONSIN

(Wisconsin Legislative Reference Library)

The earliest speed laws of Wisconsin can be found in section 3 of Chapter 305, Laws of 1905, which stated:

"No person or persons shall use, operate, ride or drive any automobile or other similar vehicle along or upon any public highway of this state within the corporate limits of any city or village at a speed exceeding twelve miles per hour, nor on any of the public highways outside the corporate limits of a city or village at a speed exceeding twenty-five miles per hour; provided that in turning corners, in going around curves, at sharp declines, at the intersection of any cross road, and where, for any cause, the view in the direction in which the vehicle is proceeding, shall be obstructed, the speed shall be reduced to such a rate as will tend to avoid danger of accident;" This became known as section 1636-49.

In 1911 by Chapter 600 provision was first made for a reasonable and proper clause, section 1636-49 was amended to prohibit the driving of vehicles "recklessly or at a rate of speed greater than is reasonable and proper, having regard to the width, traffic and use of the highways and the general and usual rules of the road". It increased the speed in cities and villages to 15 mph and kept the speed in the rural areas at 25 mph.

In 1913 by Chapter 103 the speed limit in a cemetery, park or while passing a school ground was set at 8 mph. Chapter 690 refined certain

definitions, but did not change any speeds.

In 1915 by Chapter 170 the speed while traveling through a county or state hospital or poor farm grounds was set at 8 mph. Chapter 557 regulated passing vehicles going in the opposite direction.

In 1919 by Chapter 299 the speed limit in the rural areas was raised to 30 mph.

In 1921 by Chapter 537 additional refinements were made. The law was applied to trucks, delivery wagons and busses. The 15 mph speed was applied to unincorporated places with 10 or more places of business or houses, and a 20 mph limit was set up where homes or business places averaged at least 200 feet apart. The old 8 mph was raised to 12 mph.

Chapter 217, Laws of 1927, set forth speed limits for various conditions including:

15 mph when passing school when children present
15 mph when approaching blind intersection
15 mph when approaching blind curve
20 mph when approaching traffic lights in business district
15 mph in other business districts
20 mph in residential areas
40 mph under other conditions

The speed law was again changed in 1929 when section 85.40 of the Wisconsin statutes relating to speed was enacted by section 3 of Chapter 454. It set forth a general provision as follows:

THE DEVELOPMENT OF THE LAWS
AFFECTING SPEED LIMITS IN
WISCONSIN (cont'd)

"It shall be unlawful for any person to operate any vehicle upon a highway carelessly and heedlessly, in willful or wanton disregard of the rights or safety of others, or without due caution and circumspection or at speeds greater than those specified in this section or in a manner so as to endanger or be likely to endanger the property, life or limb of any person, or without due regard to the traffic, surface, width of the highway, or any other condition of whatever nature then existing."

The law set the speed in passing schools at 15 mph when children are present, 15 mph in business districts, 20 mph in residential districts and other special conditions.

Chapter 213, Laws of 1931, extended the passing of children on the highway with due care and caution to all highways regardless of whether a sidewalk was provided or not.

It also applied the restrictions of 20 mph on vehicles with solid tires and 25 mph to vehicles with pneumatic tires. This referred to all vehicles, not just motor vehicles.

In 1933 by Chapter 352 a speed limitation on tractor-trailers of 25 mph was inserted in section 85.40 (10) and allowed passenger busses with pneumatic tires the same speeds as passenger vehicles.

In 1939 by Chapter 407 a new provision was added setting the maximum speed in cities and villages at 25 mph except that where the average distance between buildings was not less than 500 feet the maximum speed was set at 35 mph.

In 1943 by Chapter 376 the old provision of 1929 that in approaching an intersection which did not have a clear view the speed must not exceed that which would permit the vehicle to stop in half the distance over which a clear view is possessed by providing that this subsection does not apply to people driving in an arterial highway.

By Chapter 414 of 1943 the speed limit of vehicles or combination of vehicles over 10,000 pounds was to be regulated by the rules of proper federal agency.

By Chapter 438 of 1943 the law requiring that the speed on grades and curves was repealed.

By Chapter 544, Laws of 1945, the speed limit for cities and villages was applied within the designated limits of an unincorporated village with a population of not less than 200.

In 1947 by Chapter 407, section 85.40 fo the statutes was repealed and recreated to read much as it does today. It spelled out the 15, 25, and 35 mph zones and set the speed at all other places as reasonable and prudent under the conditions. Chapter 483 amended 85.40, already repealed by Chapter 407 and Chapter 614, section 21 repealed the amended 85.40 (10) of Chapter 483.

In 1949 by Chapter 35 operating a vehicle on a highway at a speed so slow as to impede or block traffic was made illegal. Chapter 36 amended the provision that the highway authorities could provide speed zones for highways under their jurisdiction; and that not more than 2,000 miles of state trunk highway could thus be zoned by excluding the first mile

THE DEVELOPMENT OF THE LAWS
AFFECTING SPEED LIMITS IN
WISCONSIN (cont'd)

outside any incorporated municipality from the 2,000 limit. By Chapter 449 top limits of 65 mph in the day and 55 mph at night were established in addition to the reasonable and proper category.

In 1951 Chapter 652 further restricted the speed zoning powers under section 85.40 (3) (a) by permitting the reduction of speed, but not the increase of speed. Chapter 692 restricted the maximum speed of a commercial vehicle having a gross weight of more than 10,000 pounds except a bus to 45 mph.

Finally by Chapter 180, Laws of 1953, the provision of section 85.40 (1) (f) relating to passing school busses at not over 15 mph was repealed and section 85.16 (12) requiring all vehicles to stop for school busses was enacted.

* * *

HITCHHIKING CAN BE DANGEROUS
TO BOTH DRIVER AND SOLICITOR

A stark reminder that picking up hitchhikers is both illegal and dangerous is provided by the recent murder spree of a Nebraska farm youth. A pair of teenagers became two of the eleven murder victims because they gave in to the generous impulse to give the murderer a ride.

Hitchhiking is dangerous for motorists and hitchhiker alike. Ten years ago a University of Wisconsin student and his girl companion were given a ride by a pair of young men. The hosts then murdered the student and assaulted the young woman.

Wisconsin law provides: "No person shall be on a roadway for the purpose of soliciting

a ride from the operator of any passenger vehicle." The penalty provided is a \$10 to \$20 fine for a first offense and a \$25 to \$50 fine for a second offense.

Can Be Sued

If you are walking on the highway you may be given a ride you did not solicit. But remember that you are required to walk on the left side of the highway facing oncoming traffic. The penalties for violating this law are the same as for hitchhiking.

As a motorist, you should know a hitchhiker may sue you if he is injured in an automobile accident caused by your negligence. The fact he was "begging a ride" and you gave him one on generous impulse does not affect his rights against you if he is injured. He has the same legal standing as any other guest in your car.

Many a motorist claims he is able to size up a hitchhiker at a glance and pass up the dangerous ones. But this is a game at which no one is allowed two mistakes. The chances are that nothing wrong will happen, but the stakes are too high to make it worth the risk. You stand to lose everything and nothing to gain.

(The State Bar of Wisconsin offers this column to inform, not to advise. Facts may change the application of the law.)

* * *

"How long have you been working for the State Patrol?"

"Ever since they threatened to fire me."

* * *

PERSONNEL NEWS

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:STATE HEADQUARTERS.
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Lillian Lyons is wearing a new decoration on her left hand. Too bad, Colorado is such a long way off. Lillian's fiance is stationed there in the service.

Ethel Splees and her hubby have just returned from the sunny (?) skies of frigid Florida. Ethel said she didn't absorb as much sunshine as her husband did.

Jane Fish decided to take off for Phoenix, Arizona, her former place of residence. Hope it is still as nice as she has been telling us.

The new vacation rule has affected several in our office. All of us can't say that we like this latest bit of Legislative Procedure.

Nadine Cordio, a former Enforcement employee brought her young daughter, Caryl to the office. Caryl seemed much more impressed with all the open doors and halls, than with the Personnel.

Mrs. M. Ethel Alt, stenographer, is a new member of our office force.

Also Kathleen Meyers, an account clerk, has joined us from MVD personnel.

Cupid seems to have been busy in our Department. Marilyn Buchanan is the latest "victim". She is planning a June trip to New York to meet the fiance's family.

Tom Fitzpatrick has resigned from our personnel section. Janet Sabatke has taken over most of his duties.

Mrs. Beverly Laper, typist, has joined our investigation section.

Kathy Evenson is having a session of "mumps". We all hope no comp-

lications develop and that she'll be back at her desk soon.

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:COMMUNICATIONS .
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Technicians Bob Henry, Don Dudley, Walter Hryniewicki, and Al Habeck have been busy of late installing radios in the new squad cars. At the last report they have the job just about completed.

Operator Eldon Cole is enjoying an early vacation the week of April 21. Part of his vacation will be spent in Tomah and the other part in Milwaukee. Eldon has gone and purchased a portion of an airplane. Nobody knows yet what portion is his, but most likely it's the part with the gas tank.

Edward Snively has been on sick leave for quite a spell now. He was in the hospital at Menominee, but is expected back with us soon.

All the fellows up here are getting the old fly rods, casting rods, and other fishing gear ready for May 1. This reporter is starting vacation now and heading for Marinette County to get a line wet on the Peshtigo River.

Beaver tags, beaver tags, who has got all the beaver tags; was the song of the day last Tuesday for the wardens we handle in the Hayward area. Seems everybody was out of beaver tags, and all the trappers had beavers. What a mess. About 75 percent of the wardens were calling back and forth for tags. This lasted about 3 hours when suddenly out of the speaker came a familiar warden singing in deep monotone.

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COMMUNICATIONS. (cont'd)
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DISTRICT ONE.
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Beaver tags, beaver tags,
who has got all the beaver tags.
We know who it was but we
won't tell.

CW operator Russell Fleming and
wife were blessed with a baby
girl on March 23rd. She weighed
in at 7 pounds and $\frac{1}{2}$ ounce. The
name is Rhonda Fleming. She
isn't a movie star yet but she
is a real pin-up girl.

On March 29th, a group of radio
operators, CW men and technicians
and wives got together at the home
of radio operator Clyde Roehrdanz.
Refreshments were served, cards and
chit-chat were enjoyed and Julie
fixed a wonderful midnite lunch.
Everyone attending had a swell time.

Before long, a new transmitting
tower will be erected on the
Oconto-Marquette County line at
McCasin mountain. This will
assist us greatly in communication
with state officers and wardens
in the far northeast area. We look
forward to hearing the officers
and wardens in that area who
usually have a tough time getting
in on our present set up here.

* * *



And the State Assembly met in Madi-
son and they sayest, and I quote,
"No man shall pass another man, in
a vehicle, while rounding a curve!"

A NIGHT TRACKER

(
(The following item appeared
recently under "Remarks" on an
officer's Daily Activity Report.)

"At about 11:00 PM. while patrol-
ling south past Truax Field, I
noticed a person running along
the left side of the highway. He
(or she) had on short dark shorts,
a dark sweater with about 5 inches
of white material hanging out from
under it, and was bare legged.
My first thought was that this
person had been 'depantsed' or
'deskirted'. A check revealed
that he was on a track team and
was out training. I advised him
to wear lighter colored clothes.
He ran south."

* * *

ORANGE BLOSSOM TIME

Elaine Roever is sporting a daz-
zling new gem on her left hand
since April 5. There is much
speculation that a June wedding
is in the offing.

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PISCINE PROBLEM

Our two gals here at headquarters,
Elaine and Jane, took advantage
of a Remmebohm special and each
obtained a fish bowl with two
fish. One set of little aqua
dwellers was name Yahudi and
Yahilda, while the other set was
tagged with names Murgatoid
and Benzidrene.

Now Sgt. Howard Germanson, who
had vacationed in Florida, de-
cided the fish bowls needed
more atmosphere, so he brought
some shell specimens that he

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DISTRICT ONE
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found while on his trip. However, after placing them in the bowls, only about one inch of water remained for the fish.

This situation posed a problem... whether to throw out the fish and start a rock garden or keep the fish and get rid of some of the "atmosphere".

* * *

NEW ARRIVAL

The stork made an unscheduled flight on April 24th and arrived two months early at the home of Officer James Koontz. The baby, a boy, weighed in at 3 lbs. 4 oz. and "stood" 16 in. tall. At last report, both mother and son were doing fine.

* * *

NO FAVORITES HERE

Mayor Victor N. Schiller, arrested recently by a Monroe alderman, was fined a total of \$2 in Green County Court on charges of improper vehicle registration and operating a vehicle for hire without Public Service Commission authority.

The arrest was made by Ald. Nathan F. Burgy, a State Motor Vehicle Department inspector, on charges involving transportation of a steam engine between two farms.

Schiller told Judge Marshall Peterson that he undertook the hauling job to accommodate a farmer.

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NEW ADDITION

Officer and Mrs Timothy J. Heffernan are the proud parents of Nancy Jean, born April 17.

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DISTRICT TWO
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(The following article appearing in the Waukesha Freeman was submitted by District II for reprinting)

RESENTMENT AGAINST STATE PATROL IS NOTED

A smattering of public complaints at the recent platform committee hearings of the Republican state organization held in various localities suggests that the state traffic patrol has not yet attained real security, three years after the Legislature established it as a serious agency.

It should be made clear that some of these attacks on the patrol, in spite of the prominence they have had, are not likely to be reflected in the actual platform position of the party.

Governor Thomson and the Republican Legislature, after all, can scarcely be expected to view with alarm or to pledge the abolition of a state service of their own creation and one to which the governor, for example, had pointed to with a good deal of pride.

The meaning of this reserve, rather, is that the patrol stands very little chance of getting more money and men in the immediate future. The Legislature, in all likelihood, is going to want to wait and see, for a while, pending a fuller development of public opinion.

The Puzzle

The source and the persistence of such attacks upon the patrol present a puzzle.

There is little that is specific in the objections that have been

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: DISTRICT TWO ;
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heard. The criticism tends to generalizations and contemptuous nicknames. The observer is inclined to the belief, indeed, that the patrol's enemies are mostly those persons whose own driving habits have been ticketed by these new officers.

It is hard to imagine how anyone can oppose the idea of more intensive law enforcement in a direct way-in a state which is mourning 1,000 highway deaths each year.

It may be argued, and sometimes it is, that the local governments can provide such enforcement patrols. Theoretically they can. But no one seriously suggests that if the state patrol of 250 officers and men was abandoned the counties of the state would replace the strength-and especially those counties in rural regions where police service is most needed.

The continued resistance to the idea of state enforcement is curious also, when contrasted state legislatures elsewhere are with the trends in other parts of the country. Currently many state legislatures elsewhere are in session. According to the Council of State Governments, one of the recurring themes is the need for even more intensive highway safety work, including more vigilant enforcement machinery.

Frozen?

According to the original plans and the documentation of the state's needs, the state traffic patrol is only the beginning of the enforcement program the state requires.

The presumption has been that ultimately the state patrol would be enlarged, absorbing the county constabularies in the process.

The tendency for guerrilla warfare upon the whole idea, however is likely to discourage such action in any early Legislature. The status quo will be frozen. Wisconsin will have a hybrid force indefinitely-partly directed by the state, partly directed by the scores of independent counties, with the likelihood of less effective service than the taxpaying community is paying for and has a right to have.

* * *

AUTO DEALER FINED FOR ALLEGED THREAT

An automobile dealer was fined \$100 by District Judge Robert W. Hansen recently for allegedly threatening Henry Temkin, an investigator for the state patrol.

James Groh, 27, operator of James Groh's Motor Sales, 926 South 16th Street, was found guilty of disorderly conduct.

Groh allegedly shouted at Temkin, "Next time you barge into my place I'll shoot you," while Temkin and Sgt. George Gust of the state patrol were making a routine check at his sales lot.

He told Judge Hansen that he was angry because Temkin's presence at his lot caused him to lose a sale two weeks earlier.

--Milwaukee Journal

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NEWSGRAM

NEEDS YOU

DISTRICT III REPORTER SGT HOULIHAN

PERSONALITY SKETCHES

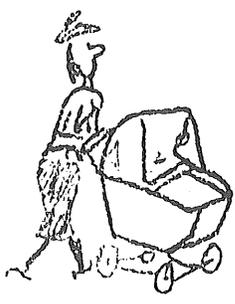
STORIES

HUMAN INTEREST STORIES

POEMS

Breaths there a driver with conscience so clear that never to himself has said: "I wonder if that policeman is after me"?

FAMILY NEWS



PHOTOS

HUMOR JOKES

VACATION STORIES



PARTIES ?

UNUSUAL INCIDENTS

DISTRICT EVENTS

PERSONNEL NEWS (cont'd)

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: DISTRICT THREE :
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WANTED--MORE NEWS ARTICLES

The accompanying page of artwork was distributed by Sgt. Dick Houlihan, District Three reporter, in an attempt to obtain more news items for the NEWS-GRAM.

It would be well for all other districts also to take notice and start a "Get More News" campaign.

* * *

We all wish to extend our sympathy to Lt. Peter Sahagian whose father, Gerabed Sahagian, died April 24. He resided in South Milwaukee.

* * *

HAWKEYE

Officer Richard Cook recently was commended for an outstanding job in detecting an expired truck license that had been repainted and altered to simulate current plates. The commendation resulted from the fact that he recognized these irregularities at night.

Lawrence Meton, a rural Oshkosh farmer, was sentenced to six months in the Winnebago county jail for false evidence of truck

registration. He also was fined \$25 and costs or 15 days for non-registration of the truck and \$25 and costs or 15 days for failure to transfer title.

Meton had taken his 1957 farm truck license plates and painted them with this year's colors, using a kerosene stove to bake on the enamel. The coloring job was described as about perfect.

He was tripped up by Officer Cook who noticed that he had cut holes in his plates and used a 1958 auto license insert to block out the '57 number on the plate.

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: DISTRICT FOUR :
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Officer Dave Bohlman gave a demonstration recently of the new "breathalyzer", a testing device for drunken drivers, at Waupaca. Interested observers were Police Chief Fred Rasmussen, Paul Grunwald, Donald Fabricius, and Harley Dunbar.

* * *

FAMILY AFFAIR

Alfred W. Winters, 26, Route 2, Weyauwega, was fined \$50 and his driver's license was suspended for an additional year for driving while under suspension.

Winters, who appeared before Justice George Whalen, was arrested by Officer Richard Zylman while he was issuing a



PERSONNEL NEWS (cont'd)

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: DISTRICT FOUR :
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warrant for the arrest of Alfred's brother, Norman.

Norman 19, was sentenced to a fine of \$200 and to serve 30 days in the county jail after his guilty plea of driving while his license was suspended.

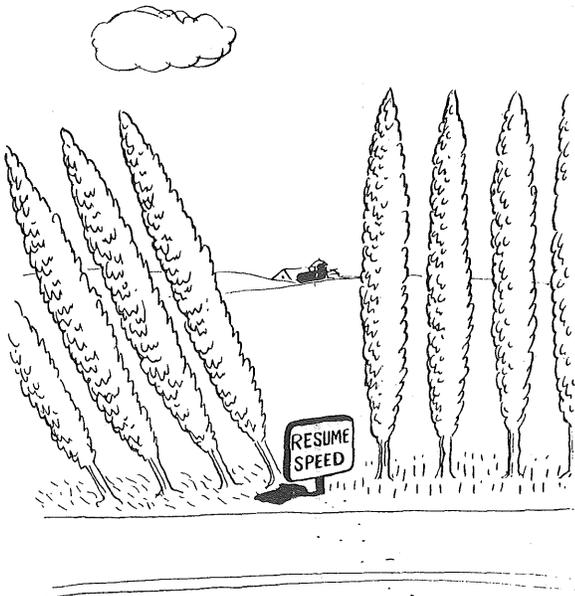
Since this was his second offense of driving while his license was revoked, the fine and jail sentence were mandatory. His driver's license was revoked for another year under state statute.

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: DISTRICT FIVE :
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(Editor's note)

It seems that the Officers of District V were too busy getting their fishing gear ready for the season to submit any news for this issue.



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: DISTRICT SIX :
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NO MONEY TREE HERE

Recently, Officer Conway Fisher stopped a truck to issue a warning for speeding right in front of District VI Headquarters. Noticing the captain's car parked behind headquarters, he decided to use the official recommended approach, just in case the captain happened to be watching. (No inference intended against the captain, however.)

Officer Fisher asked the trucker to step out of the cab in order to ask him some questions about the license plates. As he walked to the rear of the trailer, he heard a shriek behind him and turned around. Then it happened. He was struck in the face, not by pennies from heaven, but by their inflationary counterparts, beautiful green ten dollar bills.

It seem that the driver, in reaching for his license, flipped open his large wallet containing \$350 in 35 ten dollar bills, making it fly like birds.

Known as a strict conformist to the rules and regulations, which state that no State Patrol officer shall accept bribes or gratuities, Officer Fisher hastily helped the truck driver gather up the elusive bills. And, in case the captain was looking out of his window, he made sure all the bills were returned to the trucker.

Oh yes, included with the money, was a written warning for the driver. Officer Fisher, without looking up at the window in the captain's office, quickly and quietly left the vicinity.

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: DISTRICT SIX :
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DEER SHELLS NOT FOR DEER

This is a true story, actual names have not been used for obvious reasons.

Recently on Highway 21, outside the gates of Camp McCoy, a police officer spotted a deer on the shoulder of the highway which apparently had been injured by a passing car. Shortly thereafter, an Army M.P. drove up in his jeep. The police officer asked the M.P. if he would shoot the deer as the animal was suffering from its injuries. The M.P. answered that he would rather not do the shooting as he would then have to complete quite a volume of forms and reports explaining what had taken place and why he had shot the deer.

The M.P. then told the police officer that it would be much simpler if the officer shot the deer. The police officer replied that it would be very difficult for himself to shoot the deer as he had to account for each shell in his pistol and that the amount of forms that he would have to complete to requisition another bullet would be much more complicated than the report the M.P. would have to complete. The M.P. agreed that the officer had a greater tale of woe than his. He shot the deer and made out the necessary military reports.

DISTRICT SIX RECRUITS

A baby boy, Jeffrey Dennis, weighing 9 pounds 3 ounces born to Officer Gerald McHugh and his wife on March 28.

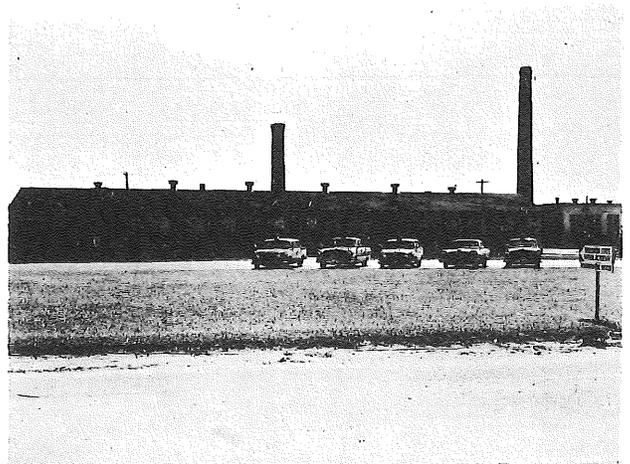
A baby boy, Kenneth James, weighing 8 pounds 9 ounces born to

Officer and Mrs. Conway Fisher on April 10. Officer Fisher now has 5 boys and 3 girls. This will make a basketball team and 3 cheerleaders.

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: ACADEMY :
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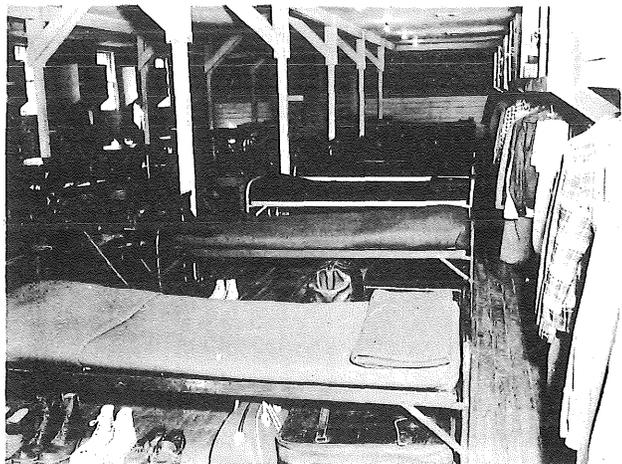
By Walter Roepke



In reply to all the queries received concerning the operation of the State Patrol Academy, it was decided to give the civilian personnel employed by the Enforcement Division a brief glimpse of the training our State Patrol Officers receive.

Visitors to Camp McCoy, Wisconsin sometimes ask if the Wisconsin State Patrol Academy is a branch of the Military Police Service--and with justification. The Academy is conducted according to the military way of life, and the degree of efficiency and discipline resulting makes the school one of the most unique of its kind in the United States.

.....
 . ACADEMY .



The Patrol Academy, formed in October 1955, has run six 13-week courses for new recruits and older State Patrol Officers; two week courses consisting of supervisory training for the rank of sergeant and above; accident investigation and traffic law courses for municipal and county police departments; two Inspector I courses and five three-day Civil Defense police institutes which trained 142 men for Civil Defense instruction in Wisconsin. The school is currently conducting its seventh 13-week recruit session.

The Academy staff consists of Captain James L. Karns, director of training, who conducts the Academy activities from the Madison office; Lieutenant Richard C. Hanson, training officer; Sergeant John E. Schoenick, assistant training officer; Sergeant James S. Peterson, commandant of cadets; Mr. Walter W. Roepke, secretary; and Mrs. Eleanor J. Mull, typist.

A new recruit is exposed to rigid training and discipline. Cadets march to and from classes, daily formations are held and physical training is conducted in the

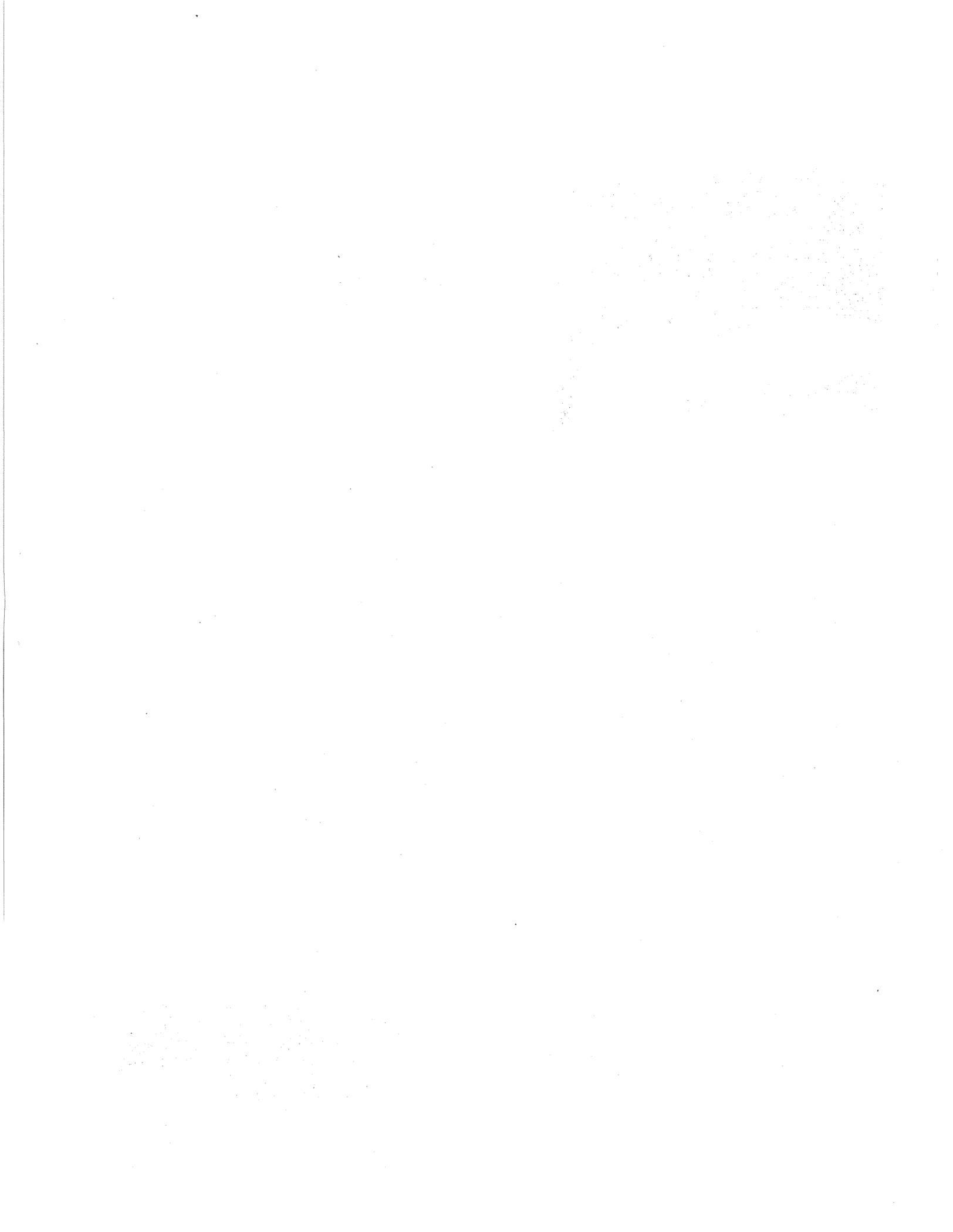
early morning hour of reveille. Beds are made in the military manner. Shoes, clothes and other personal gear must be arranged in accordance with Academy rules and regulations. Barracks and personal inspections are held by Sergeant James S. Peterson, commandant of cadets, and demerits are assessed by individual students for infractions of rules. Twenty-five demerits accumulated means expulsion.

The student is trained in all phases of traffic law enforcement work, with subject ranging from the complexities of laws of arrest, rules of evidence and accident investigation to general information subjects such as applied psychology and emergency childbirth. As a result of this training, when graduation day arrives the new recruit has gained sufficient knowledge and self-confidence to be assigned to the highways of Wisconsin to begin his career as a Wisconsin State Patrolman.

When Officer Wilbur Thomas was enrolled in the first session of the Academy on October 1955, he wrote an article called "Passing Through", the last sentence of which I believe sums up the attitude of every student the Academy has graduated:

"Remember, and remember well as time passes by--this was a task worthwhile."





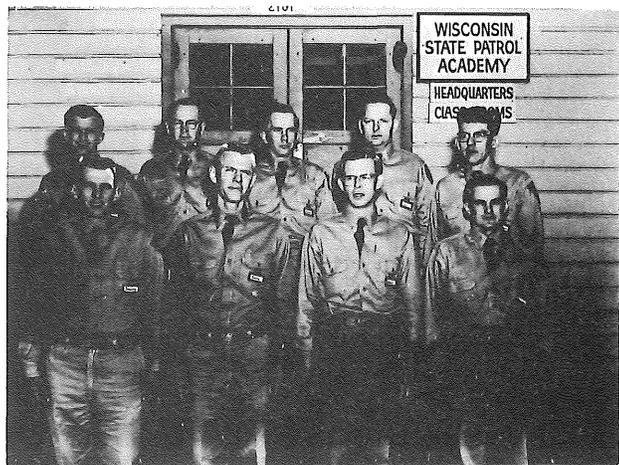
PERSONNEL NEWS (cont'd)

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: ACADEMY :
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INSPECTORS GRADUATE

On March 28, 1958 nine Inspectors I were graduated from the State Patrol Academy, with Majors Bruce L. Bishop and Glen Kissinger presenting the diplomas and badges.

This event climaxed a three week training course for Inspector personnel, the second of such training classes held at the State Patrol Academy. The Wisconsin State Patrol was authorized 70 non-uniformed Inspector personnel by the 1957 legislature to enforce the truck laws in the State of Wisconsin, thus freeing State Patrol officers to concentrate fully on traffic law violations committed on our state highways.



Personnel receiving badges and diplomas are: (left to right)

Back row; LeRoy Nenning, Robert Luther, William Houtary, LeRoy Dahl, Leo Sendelbach.

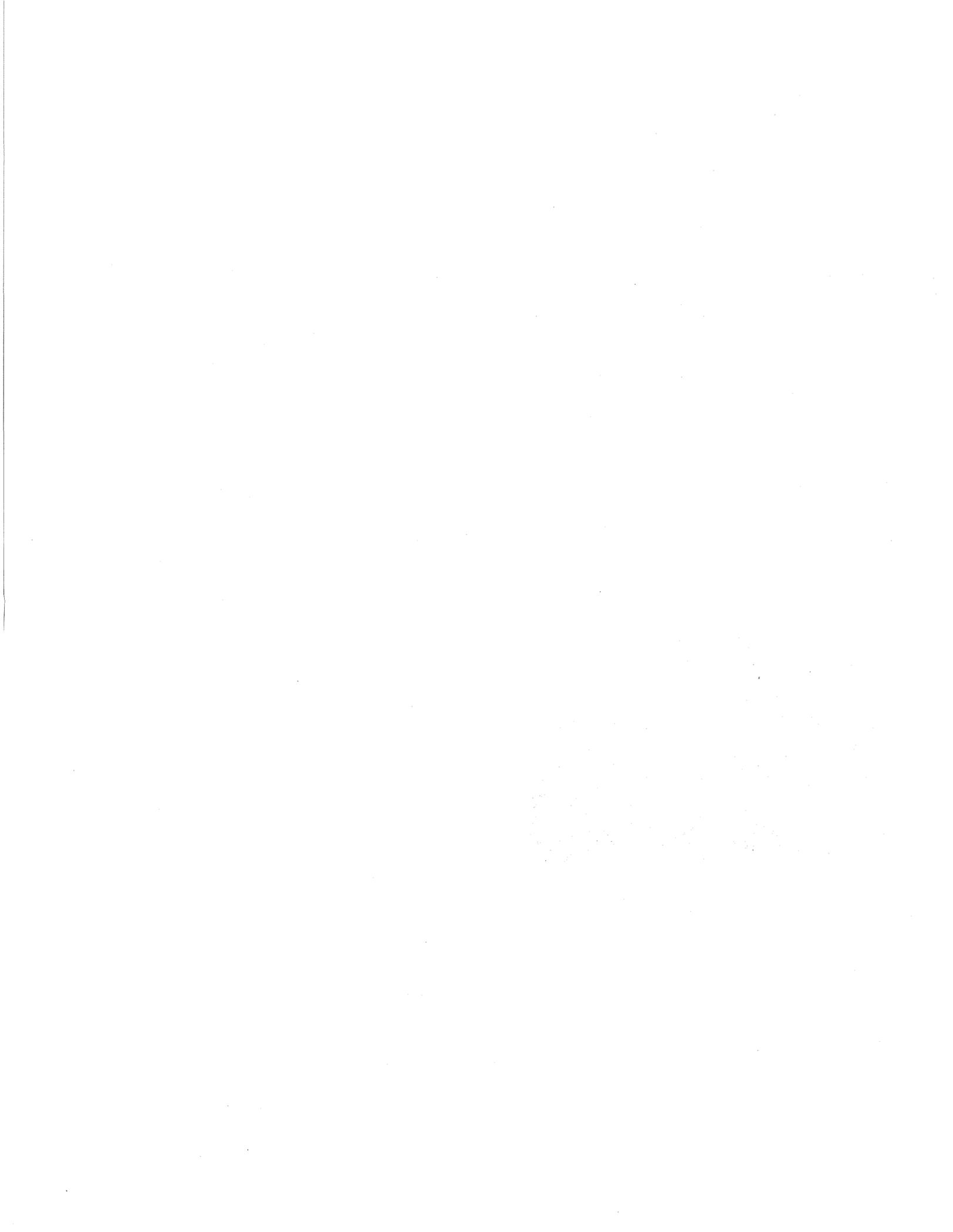
Front row; Laverne Schmitz, Donald Grams, Gary Kegley, Daniel Degeneffe.

HATS OFF

State and district headquarters regularly receive many commendatory letters from members of the public who have been favorably impressed in their contacts with the State Patrol

Although in most instances the officer was performing what he believed to be a normal and routine task, he created a pleasant and lasting impression. Space restrictions prohibit the printing of complete details, but the following officers were specifically mentioned in commendatory letters during January, February, and March.

Off. Donald Ayers
Off. Paul Humbel
Off. George Daniels
Off. Merrill Jacobson
Off. Kenneth Zeimer (two)
Off. Henry Temkin
Off. Francis Honish
Off. William Harvey
Lt. Howard Fuhrmann
Off. Philip Anderson
Off. Frederick Frater
Off. Lavern Nygren
Off. Ellsworth Brooks
Off. Charles Runblad
Off. Rolland Wottrich (two)
Off. Duane Jorgensen
Off. Dale Perry
Off. Maynard Stoehr
Off. Edwin Kujawa
Off. Allen Rappel
Off. Adolph Czechowicz
Off. James Luby
Off. John Reich
Off. Carl Gasper
Off. William Walker (two)
Off. William Calhoun
Off. Robert Walton (two)
Off. Charles Fess
Sgt. Richard Houlihan
Off. Robert Wilhelm
Off. Herbert Hoehn
Off. George Lincoln



PERSONNEL NEWS (cont'd)

BIRTHDAYS

Richard T. Kinsman	March	3
Colleen Nelson	March	3
Lorin G. Briese	March	4
Howard N. Goetsch	March	4
Mike Caramanidis	March	5
Neil F. Gilbertson	March	6
Albert Buchberger	March	7
Robert G. Cromey	March	9
Floyd Mirkes	March	10
Harold Galbraith	March	11
Daniel S. Holzem	March	11
Samuel C. Young	March	11
Mary Ethel Alt	March	12
James S. Peterson	March	12
Betty Kinder	March	13
William A. Galbraith	March	15
John W. Bolender	March	18
Donovan L. Krohn	March	19
Neil McCallum	March	19
Walter Hryniewicki	March	20
William P. Liedke	March	20
Robert W. Walton	March	20
William H. Wescott	March	22
Jack M. Honadel	March	23
Donald J. Kennelly	March	23
Richard L. Scott	March	24
Janet Sabatke	March	26
Henry C. Fiege	March	27
Frantz R. Heise	March	28
Homer E. Moe	March	28
Harry P. Morse	March	29
Albert J. Sperger	March	30
Donald Dudley	March	31
Roland C. Young	March	31
Earl O. Wolff	April	1
Wilmer H. Peil	April	2
Norvel Rollins	April	4
Arnold Block	April	5
Richard K. Houlihan	April	5
Duane A. Schmieden	April	5
Lewis V. Versnik	April	5
Bernard Klapat	April	6
Corwin F. Holmquist	April	7
Donald J. Ayers	April	8
James H. Martin	April	8
Arlene Splees	April	8
Elaine Roever	April	9
Lester M. Walsingham	April	11
John L. Offerman	April	12
James L. Karns	April	12
Harold S. Engelbart	April	14
Charles W. Litkey	April	14

Eugene E. Katzer	April	15
Roman Link	April	17
Kenneth J. DeTroye	April	19
Vernon R. Thalacker	April	20
Rose Gersbach	April	21
William D. Hendrickson	April	22
Herman A. Sense	April	22
Robert R. Scheller	April	24
Howard Germanson	April	25
Donald C. Jackson	April	29
Dick L. Berger	April	30
Eileen Schmitz	May	6
Marilyn Buchanan	May	7
Arthur R. Schrock	May	8
Richard G. Hudson	May	8
Jane Kollath	May	10
Robert D. Roth	May	10
Kenneth E. Ziemer	May	12
Lawrence A. Pavlinski	May	13
Leon W. Luick	May	14
Leonard E. Mabry	May	14
Richard R. Miller	May	14
Charles E. Rundblad	May	16
Ronald E. Wick	May	16
Glen Long	May	17
Edward Snively	May	17
Addison E. Weiland	May	18
George B. Guss	May	19
Dale E. Beers	May	20
Maynard G. Stoehr	May	22
James D. Koontz	May	27
Leland E. Squires	May	27
Charles H. Yaeger	May	27
Robert E. Woodward	May	29

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PERSONNEL CHANGES

Resignations & Terminations

Richard Studley, officer District III	effective	March 10
Kenneth Worlund, officer District III	effective	March 31
Earl Piper, officer District I	effective	March 10
Herbert Schneider, officer District III	effective	March 10

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PERSONNEL CHANGES

Promotions

Officer Lloyd E. Lind to Sergeant
District VI March 1
Inspector Robert J. Popp to Cadet
at the Academy, March 2

New Employees

Patricia Feldner, typist, District III
January 1
Ethel Alt, stenographer, Technical
Services, State Headquarters April 1

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LECTURE TO ENGINEERS

During February, March and April
Captains Robert Cromey and James
Karns collaborated in conducting
a series of four 4-hour training
sessions for new engineers with
the State Highway Commission.

It is believed that greater co-
operation between the Highway
Commission and the Enforcement
Division can be attained by discuss-
ing mutual problems. Some of the
material covered included the his-
tory of the State Patrol, statutory
authority of the Patrol, truck
weight program, investigative
activities of the Patrol and the
special escorts for oversized loads
that are conducted for the Highway
Commission.

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SAFE DRIVERS

The following officers and inspec-
tors have earned their safe driv-
ing awards for the months of March
and April.

2 year Safe Driver Awards

D. J. Ayers
W. J. Calhoun

J. Q. Cmeyla
R. R. Farrand
O. A. Froh
E. L. Govier
F. R. Heise
W. D. Hendrickson
H. R. Hinzman
F. J. Honish
E. E. Katzer
R. C. King
D. Larson
L. E. Lutz
G. D. McHugh
J. L. Offerman
W. H. Peil
P. H. Reich
O. G. Ritter
E. M. Ross
D. A. Schmieden
H. A. Sense
H. H. Shaw
J. Snell
L. E. Squires
C. R. Stremcha
G. H. Striegel
W. H. Wilhelm
R. C. Young
R. Zylman
C. J. Gasper

1 year Safe Driver Awards

P. L. Baxter
W. K. Berg
E. Brooks
A. J. Buchberger
M. J. Deglman
D. P. Jorgensen
M. Caramanidis
E. D. Erdahl
W. A. Harvey
W. J. Knutson
E. E. Kolar
D. J. Patey
D. M. Primley
H. M. Rantanen
R. D. Roth
R. L. Snider
C. H. Yaeger
E. A. Zangl
A. J. Czechowicz

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