

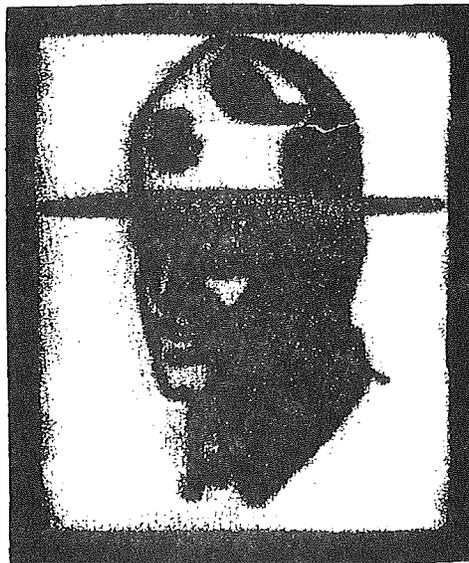
WISCONSIN STATE PATROL



Smokey Badger

❁❁❁ In Memoriam ❁❁❁

"CAR - 343"



CRIMINAL JUSTICE
RECEIVED

SEP 4 1974

Collection

CRIMINAL JUSTICE
RECEIVED
SEP 4 1974
Collection



TROOPER

DONALD C PEDERSON

Killed In Line Of Duty

August 26, 1972



"Everything you could think of a person,
I thought of him"

DEDICATION

State Patrol District No. 3 Headquarters, newly completed, now open and functional, will be dedicated on Friday, September 6, 1974. The ceremony, which begins at 1:30 P.M. will officially dedicate the facility to the memory of the late Trooper Donald C. Pederson, who was killed when shot from ambush on August 26, 1972, the first officer of the Patrol to be killed in line of duty.

Open House will be held from twelve-thirty until eight o'clock in the evening on that date and visitors may view the operations of all facets of the Patrol function as well as the Civil Defense offices. A general invitation is hereby extended to all persons to attend.



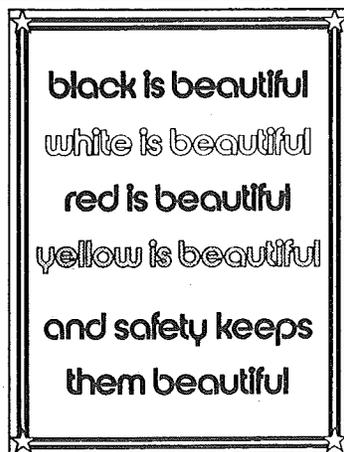
It is gratifying to see the return year after year of more and more of the same names to this list of Bureau Safe Driver Awards. Which proves that safe driving is no accident! Congratulations to all of those who have earned their award and in testimony to that will find their names listed below.

- 19 yr. - Sgt. Paul V. Genna
Capt. Corwin F. Holmquist
Insp. Laurence J. Ludwig
- 18 yr. - Sgt. George B. Guss
- 17 yr. - Asst. Chief Robert M. Henry
Insp. Edward R. Pocan
Chief Norvel H. Rollins
- 16 yr. - Sgt. Donald U. Jones
Tpr. Howard D. Kilday
Insp. Earl R. Miller
- 14 yr. - Insp. Howard D. Roberts
- 13 yr. - Tpr. Thomas E. Harris
Tpr. John L. Horak
Tpr. Robert A. Janowski
- 12 yr. - Tpr. Alfred J. Foskett
Tpr. Robert A. Kieweg
Tpr. Edward G. Kirkeng
Sgt. Bernard J. Muschinski
Sgt. Harold J. Spurgin
- 11 yr. - Insp. Lyle T. Walheim
- 10 yr. - Inv. Peter Helmbrecht
Tpr. Orville J. Scheel
- 9 yr. - Tpr. Adolph J. Czechowicz
- 8 yr. - Tpr. Gary L. Cahoon
Tpr. Robert K. Follis
Tpr. Richard A. Gussert
Insp. Donald R. Holt
Tpr. Merle H. Neuman
Tpr. Roy S. Smith
- 7 yr. - Tpr. Donald R. Aderman
Tpr. Lee S. Cornell
Tpr. Marvin E. Egle
Sgt. Roger F. Hlavacka
Insp. Donald F. Jazdzewski
Tpr. Michael M. Jennings
Insp. George D. Kimmerly
Insp. Alden T. Lee
- 6 yr. - Insp. John W. Booth
Tpr. John M. Brandon
Insp. Levi J. Dary
Comm. Tech. Herbert Desnoyers
Insp. William H. Diersen
Insp. Donald J. Dionne
Insp. David E. Forbush
Tpr. Elmer H. Iverson
Insp. Clifford C. Klingbeil
Insp. Dale W. Knutson
Insp. Walter R. Muttonen
Insp. Robert E. Nelson
Insp. Willard C. Peterson
Insp. Earle R. Plonske
Insp. Robert O. Roraff
Insp. Anton T. Rosandich
Insp. Clifford G. Sutter
Insp. Alvin J. Vandrell
- 5 yr. - Insp. Fred L. Block
Tpr. Paul A. Greiner
Tpr. Reginald D. Wilkinson
- 4 yr. - Tpr. Walter B. Dunford
Tpr. Larry W. George
Insp. Edward J. Roberts
Tpr. Ernest G. Stallman
- 3 yr. - Tpr. Harold M. Burton
Tpr. Craig O. Evans
Tpr. Carl M. Frederick
Tpr. Bud Kaetterhenry
Tpr. Allan R. Mittelstadt
Tpr. Dick A. Nelson
Tpr. David L. Schumacher
Tpr. James K. Steppke
Tpr. Warren I. Wegenke
Tpr. Richard P. Wyss
Tpr. Gerald J. Zuhlsdorf
- 2 yr. - Tpr. Floyd T. Branchfield
- 1 yr. - Tpr. Arthur D. Sheldon

Safe Driver Award Error - An error was made in the July issue of the Safe Driver Awards. Sergeant Phillip A. Clarke's name was omitted. He received his 11th year award for safe driving. We are sorry for our error, Phil!

INTER-DISTRICT FLEET SAFETY CONTEST

With the first six months of the contest year salted away, this is the standing: Four in first place, Eight, second; Five, third; Six, fourth; One, fifth; Three, sixth; and Two, seventh. Which means that the Battered Hubcap, which is the merit badge denoting lousy driving, and which goes to the cellar team, will be retained and displayed by District No. 2 for another six months.



1974 FLEET ACCIDENTS

For the first six months of 1974 we have accumulated 41 reportable fleet accidents. In 1973, the figure was 46 accidents at the end of July. June of this year was a bad month. We doubled our accidents June of 1974 over June of 1973. Our people are getting careless and the increase in backing accidents is the direct result. District No. 2 has the most total involvements with District No. 1 second, followed by District No. 3.

NATIONAL FLEET SAFETY CONTEST

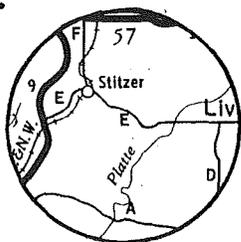
Wisconsin's fleet is back in third place again. This, at the end of five contest months. Rank is third out of seven fleets, with a rate of 3.45 and a group average rate of 5.27.

	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>JUN</u>	<u>JUL</u>	<u>TOTALS</u>
Hdqrs.	0	0	0	0	0	1	1	2
Academy	0	0	0	0	0	0	0	0
Dist. 1	3	0	3	1	0	0	1	8
Dist. 2	1	2	3	2	1	2	2	13
Dist. 3	0	2	0	2	0	3	0	7
Dist. 4	1	0	0	0	1	1	1	4
Dist. 5	0	1	1	0	0	0	0	2
Dist. 6	1	0	1	0	1	0	0	3
Dist. 8	0	0	0	0	1	1	0	2
TOTALS	<u>6</u>	<u>5</u>	<u>8</u>	<u>5</u>	<u>4</u>	<u>8</u>	<u>5</u>	<u>41</u>
Insp.	2	0	1	1	0	1	2	7
Tpr.	3	5	7	4	4	6	2	31
Sgt.	1	0	0	0	0	0	0	1
Lieut.	0	0	0	0	0	0	0	0
Capt.	0	0	0	0	0	0	0	0
Comm. Tech.	0	0	0	0	0	0	1	1
Chem. Tech.	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	1	0	1



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).



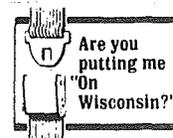
Several of our well-travelled crew named the Adams County location and Highway 13. One asked, "What do you consider cheating" It's "cheating" when you run to the PSC Administrative Code to check the tiny hamlets to find out the county. It's also cheating to ask your knowledgeable neighbor rather than going the distance on your own.....(Pickie, pickie, pickie).....

DOUBLE GREEN STAMPS

While on patrol recently, a Tennessee State Trooper noticed a state license plate tag that the green just didn't look right. Upon stopping the vehicle, he inspected the suspicious decal and found the owner using two S & H green stamps as his year decal!

Trooper John Luther of District No. 1 recently collaborated with the AAA of Wisconsin in an article which was being prepared for the MOTOR NEWS by Art Wichern of the Public and Government Affairs section of that organization. Comment by Mr. Wichern: "Officer Luther was just great!"

WHATZ-IT? - Answer to July issue was identified as a Sea Anchor by a couple of ex-swabbies, Sgt. Ryan and Col. Versnik. . . . PCO 2 John J. Umhoefer said "A Sea Anchor to keep a boat that is without power pointed in the direction of the waves so it won't be swamped."



THE STEERING COLUMN



Col. Lew V. Versnik

Have you ever wished for a job where you could be your own boss, where you didn't have to please anyone but yourself? More likely than not, there isn't such a job anywhere. People like to think of the head man of an organization, a business or an agency as being his own boss. Nobody can tell him what to do. The truth is

that he's greatly concerned about pleasing people, and probably more so than the rest of us. He has to please people. If he doesn't, he knows that he isn't going to keep his customers, or his supporters or his constituents for very long. Believe me, everybody has to please somebody. It's just the most simple rule of success and it applies from the lowest paid clerk right up the line to the president of the company, or the chairman of the board or the head of the agency. If he fails to please the customers, stockholders or lawmakers, he may find himself out of a job. The first business of any business is pleasing the customer--even in law enforcement! If you want people to support the products and services which you are selling, then you have to give them something they accept at the price they are willing to pay. That's the name of the game, and it's a pretty fair deal all around. It goes from top to bottom of the Bureau, too! Think about it.

DRIVER ACCIDENT PREVENTION

DAP No. 12. The last of the series was published in the July 1974 issue of S.B. The situation: "A car suddenly pulls out of a side road into your lane--think, what would YOU do?" These are the answers.

HERE ARE THE CORRECT ANSWERS!



LOOK STRAIGHT to the RIGHT for a possible route of escape. If the car is blocking your view of the left lane, do not swing out to the left before making sure that the lane is clear



Take your foot OFF THE GAS immediately. Every wasted fraction of a second greatly increases your danger. Act at once!



BRAKE IMMEDIATELY. Once again, the faster your reaction time, the greater your chance of escaping from this situation.



Steer either STRAIGHT or to the RIGHT. If you believe you can stop in time, steer straight ahead. However, be ready to steer to the right if you have misjudged the stopping distance. If your vision is blocked, do not steer left... you may run into a head-on collision



GRIP WHEEL FIRMLY. The rapid braking of the car may tend to pull it to one side or the other. Be prepared!



BLOW THE HORN. It is imperative to let the other car know that there is very little time. If the way is clear, he may be able to pull across the road. This is another reason why you should not go out into the left lane.

Additional control measures: If a collision cannot be avoided, turn ignition off at the very last second to lessen the chance of fire. This is one of the many instances where a seat belt could save you from serious injury. Make sure your seat belt is always fastened tightly before you start to drive.

SAFETY HINT: Emergency Equipment

In addition to standard tools for fixing a flat tire, it is a good idea to carry the following equipment in case of an emergency: flashlight, batteries, can of oil, flares or emergency reflecting light, first aid kit including Red Cross First Aid Manual, an old, but clean blanket, a plastic ice scraper, fire extinguisher, a tow line, a set of "jumper cables" for starting the car from another automobile's battery in case of battery failure and extra fuses.

This equipment can be kept in a relatively small box in the trunk of your car. When an emergency arises, you'll be glad it's there. In the winter, also carry a bag of sand and tire chains.

S MOKEY BADGER
Published by the Wisconsin State Patrol

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

Captain Corwin F. Holmquist
EDITOR

Mrs. Frieda M. May
COMPOSITOR





RETIREMENT PARTY

The Yacht Club just off the Madison East Beltline was the setting for the Retirement Party honoring Inspector Earl Govier of District No. 1, who recently hung up his Bureau work clothes.

TRAFFIC DIE-GEST

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

Leading at the End of April

(States with four-month death reduction, 1973 vs. 1974)

Utah	-60%	Oregon	-24%
Rhode Island	-60%	Arizona	-24%
North Dakota	-48%	Arkansas	-23%
Delaware	-46%	Iowa	-22%
Missouri	-40%	Kansas	-22%
Vermont	-40%	Ohio	-21%
Indiana	-36%	Florida	-21%
Wisconsin	-36%	Nebraska	-21%
Maryland	-35%	Massachusetts	-20%
Montana	-34%	Georgia	-20%
New York	-33%	Alabama	-18%
Michigan	-32%	Washington	-18%
Connecticut	-32%	Pennsylvania	-17%
Texas	-28%	North Carolina	-17%
New Jersey	-28%	Minnesota	-17%
New Mexico	-28%	Colorado	-15%
Nevada	-28%	South Dakota	-15%
California	-27%	Virginia	-14%
Louisiana	-27%	Oklahoma	-10%
Idaho	-27%	Tennessee	-9%
Illinois	-25%	South Carolina	-9%
Kentucky	-25%	Hawaii	-5%
Mississippi	-25%	Maine	-4%

MOTOR-VEHICLE deaths in April 1974 totaled 3,560, a decrease of 23 per cent from the April 1973 total of 4,620. The April 1974 total is the lowest recorded for the month since the April 1964 total of 3,430.

Deaths for the first four months of 1974 totaled 12,480, a decrease of 24 per cent from the four-month total for 1973 of 16,500. The total for the first four months of this year is the lowest recorded since the total for the first four months of 1963 of 11,805. Deaths for the 12-month period ending April 1974 totaled 51,580.

Disabling injuries for the first four months of this year are estimated at about 440,000. These are injuries resulting in disability beyond the day of the accident, and do not include minor injuries which probably totaled as many more.

The cost of motor-vehicle accidents for the first four months of 1974 is estimated at slightly more than \$4.1 billion.

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

FAREWELL PARTY

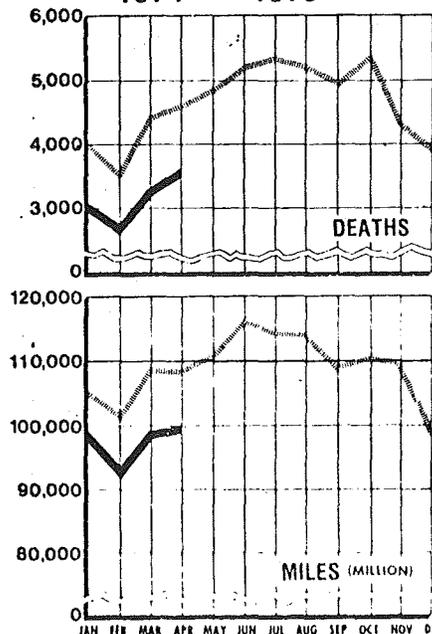
On Wednesday evening, July 13, a Farewell Party was held at the 4-Lakes Yacht Club in the honor of Major Jerome Lacke (former Captain of Dist. No. 1). After the cocktail hour and a sirloin dinner, a program, MC'd jointly by Lieut. George Wenzel and Sgt. Edward Taylor was a FRIARS type roasting and was well presented and accepted as well by Major Lacke. Among the gifts he received were: a flashlight with a chain so he wouldn't lose it, a plastic Smokey Bear Hat, a red spotlight lens he forgot to turn in back in 1960, a trunk sign "CAUTION POLICE VEHICLE" from years back and a beautiful Parker Pen Desk Set engraved name, date, etc.

110 of District No. 1 personnel attended the party which shows District One think very highly of him and hated to see him leave as District Commander. Judy and Karen of District No. 1 Office Staff put this together in a short time and did an excellent job. Major Lacke gave a short speech of appreciation. We all wish him success in his new position.

MOVING RADAR - Trooper John Householder clocked a female truck driver at 84 mph. She admitted that she had been up to 92 clicks before that across the flats. He got her on top of a hill.

MONTHLY MOTOR VEHICLE DEATHS AND TRAFFIC TRENDS

1974 — 1973



TRAFFIC DIE-GEST

MOTOR-VEHICLE deaths in May 1974 totaled 3,790, a decrease of 22 per cent from the May 1973 total of 4,860. The May 1974 total is the lowest recorded since the May 1963 total of 3,485.

Deaths for the first five months of 1974 totaled 16,270, a decrease of 24 per cent from the five-month total for 1973 of 21,360. The total for the first five months of this year is the lowest recorded since the 1964 five-month total of 15,290. Deaths for the 12-month period ending May 1974 totaled 50,510.

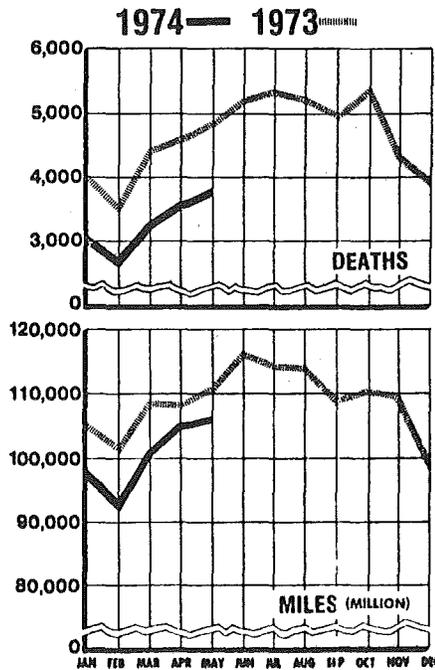
Disabling injuries for the first five months of this year are estimated at about 570,000. These are injuries resulting in disability beyond the day of the accident, and do not include minor injuries which probably totaled as many more.

The cost of motor-vehicle accidents for the first five months of 1974 is estimated at about \$5.4 billion.

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

This summary is from National Safety Council publication **TRAFFIC SAFETY** and is included as a source of information to aid you in your contacts with the public.

MONTHLY MOTOR VEHICLE DEATHS AND TRAFFIC TRENDS



C A U T I O N - - -

Troopers and others trying to separate crashed vehicles equipped with the new spring-loaded five m.p.h. "safety" bumpers found on many 1974 model automobiles, may risk losing an arm, finger or even a foot.

Recent accidents in Phoenix, Arizona, five patrolmen lost fingers and one lost part of his foot when they tried to separate crashed vehicles equipped with these "safety" bumpers. The bumpers of the new cars shot out like spring-loaded rams.

A word to the wise. . . .

COURTESY TO COLORS

The WAUPACA COUNTY POST of July 11, 1974 acknowledged that the parade on July 4th which was led by the U. S. flag and the high school band showed how many people either don't know or don't care about courtesy to the flag. . . . except (as the picture showed) two District 4 State Troopers standing sharply at attention in hand salute posture.

Traffic Summary

Deaths	1974	1973	Change
May	3,790	4,860	-22%
5 Months	16,270	21,360	-24%
12 Months (ending May)	50,510	56,890	-11%

Reductions at the End of May

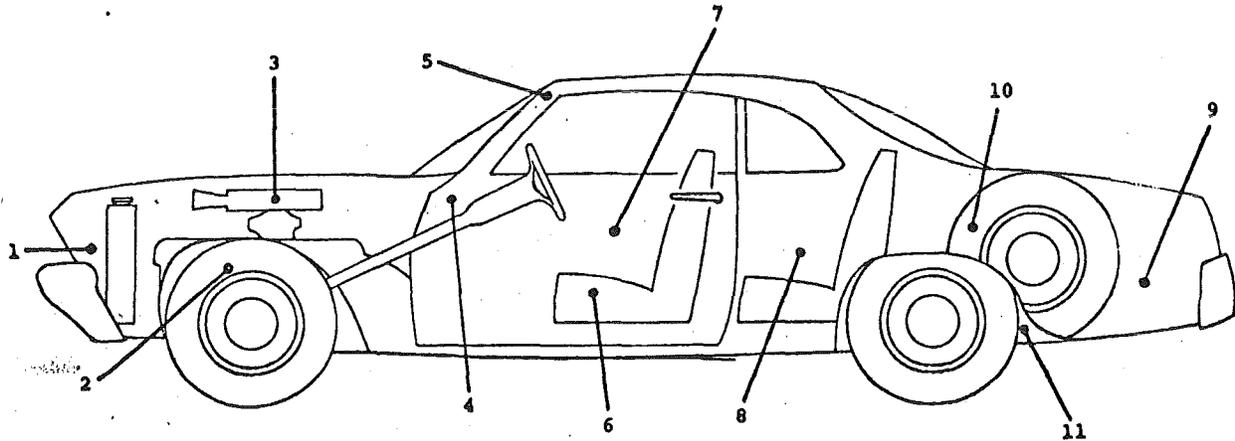
(States with five-month death reduction, 1973 vs. 1974)

Rhode Island	-51%	New Mexico	-24%
Utah	-49%	Nevada	-24%
North Dakota	-47%	Washington	-23%
Connecticut	-41%	Idaho	-23%
Indiana	-35%	Massachusetts	-22%
Arizona	-35%	Virginia	-22%
Missouri	-34%	Florida	-21%
Louisiana	-33%	North Carolina	-21%
Maryland	-32%	Georgia	-21%
Michigan	-31%	Minnesota	-21%
Kentucky	-31%	Colorado	-19%
Montana	-31%	Arkansas	-18%
New York	-28%	Pennsylvania	-17%
Kansas	-28%	Ohio	-17%
California	-27%	Alabama	-17%
Wisconsin	-27%	Oregon	-14%
Iowa	-27%	Nebraska	-14%
South Dakota	-27%	West Virginia	-13%
Alaska	-27%	Vermont	-13%
Texas	-26%	Tennessee	-12%
New Jersey	-26%	Hawaii	- 8%
Illinois	-25%	Maine	- 7%
Mississippi	-25%	South Carolina	- 6%
Oklahoma	- 6%		



"K-C" Ryan, the Bureau's man of few words, was notified by the Prexy of Central Missouri State University that he was on the Dean's List and rated 4.0 for the term.

LOOKING FOR SOMETHING? --MAYBE THIS WILL HELP YOU...Editor.



VEHICLE HIDING PLACES

Outlined here are possible concealment areas in motor vehicles where small packages or objects may be hidden.

1. Bumper, Grill and Radiator

Rear of license plate, inside front bumper or secured to inside of grill by magnet, tape or other methods. Placed inside radiator in waterproof container, suspended by wire.

2. Fenders Front Wheels

Under front fender surfaces, attached to wheel, inside hubcaps, in headlight assemblies, under parking light lenses.

3. Motor Area

Tied to radiator hoses or electrical wiring. Inside air filter, under voltage regulator cover and distributor cap, in ventilating or heating ducts, in windshield washer water container. Attached to motor block along side the steering column, fan blade guard and taped under the hood.

4. Dashboard Area

Hidden behind removable panels, under floor mat, concealed compartments specially built and activated by a hidden button. Steering column, signal switch box, behind floor pedals, inside the heater and ducts in and around the radio or tapedeck, within 8-track tape cartridges, ashtrays, glove compartment, behind loud-speaker grills, inside tachometer, and behind instrument panel. Activate all buttons and switches; you may trip a hidden compartment, within dashboard upholstery.

5. Header Area

Concealed in sunvisors and sewn in roof upholstery, under a card or mirror on sunvisor, in rear view mirror.

6. Front Seat Area

Anywhere within the upholstery inside cushions. Look for hidden buttons activating concealed compartments.

7. Door Panelling and Hardware

Hidden inside doors, behind rocker panel, inside armrests, taped to lower part of windows inside doors.

8. Back Seat Areas

Under seat cushions, in armrests, under floor mats, in ashtrays, dome lights, side panelling. Rear deck at rear window may contain a hidden compartment.

9. Rear Fender and Bumper Area

Under back fenders behind licence plate, inside the gas tank in gasoline proof containers, under gas cap, in rear tail light assemblies.

10. Trunk areas

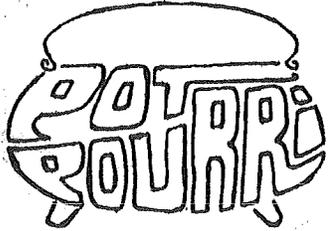
Between trunk lid and reinforcing frame. The spare tire may be used as well as the space around it. In tool kits and in hollow tool handles or under trunk floor mat. All other containers, rags, empty boxes and clothes should be carefully examined.

11. Framework of Vehicle

Taped to the car frame or placed in hidden compartments such as false mufflers.

12. OR anywhere else. The hiding places are limitless.

("Borrowed" from the O.P.P. Review of Ontario, Canada.)



● In Virginia where it is legal to drive barefooted authorities caution drivers that it nonetheless is not a good idea to do so. Their law

construes that if being barefooted detracts from having proper control of the car, then the driver could be alleged guilty of reckless driving. By the same token, one-armed driving which endangers others may be cause for reckless driving conviction in a court of law.

● Mandatory motor vehicle inspection is expected to start in Montana by July 1975. The law will yet be refined and clarified to leave as little as possible to the discretion of the inspectors. The state law specifies a \$9.00 inspection fee.

● Michigan's no-fault auto insurance law has been ruled unconstitutional by Wayne County Circuit Judge Kaufman in Detroit. The ruling is not expected to affect driving or insurance proceedings until ruled upon by the Michigan Supreme Court. The opinion was based on the finding that because of the no-fault plan, two classes of accident victim exist: those injured by the insured and those injured by the non-insured.

● Latest hot scoop from Washington: Federal Communications Commission Chief of Enforcement, James C. McKinney, reports truckers have been making "shocking" illegal use of their two-way CB radios! The inspectors, who are now doing some fast checking on main trucking routes across the country, were amazed to find that 50 to 60 per cent of the radios are unlicensed and that many are being used with more power than allowed. Warnings are being issued to unlicensed violators, with threats of up to \$10,000 in fines; also, warnings that misuse of the licensed radio brings fines up to \$500 a day.

● News About Booze: In Indiana, the state's supreme court upheld the enforcement of that state's "habitual offender" law affecting drunk drivers, in a case in which ex post facto was charged. The hang-up which had been causing the problem was prosecution of persons who had three convictions in a 10-year period for driving while under the influence of alcohol. One judge had ruled previously that the law was unconstitutional because it imposed a penalty which did not prevail when the acts were committed. . . Ohio's legislature is working on a bill to toughen the state's drunk driver driving laws, but at the same time revised an existing penalty calling for a three-day mandatory jail sentence--judges throughout the state do not impose the three-day mandatory sentence anyway!

● A new twist: Virginia has adopted a new law, effective July 1st, which requires brakes on both front and rear wheels of all motorcycles manufactured after that date. The new law also makes it verboten to operate a motorcycle with an altered brake system on a motorcycle--that was intended to eliminate the "chopper" cycle from their highways. Why didn't we think of that?

● Popular Mechanics Magazine, July '74, Service Tips -- Owners of 1974 models: Remember not to leave the front-seat belts buckled or packages on front seats while your car is parked--this could kill your battery. The starter inter lock is set to draw current at all times to the weight detectors in the seat. This results in a very small, but continuous, drain on the battery which won't usually result in a discharged battery. However, leaving a package on the front seat or its belts buckled will cause a heavier drain.

Sgt. Bernie Muschinski, Dist. #1 sat in on employment interview for selection of Fort Atkinson Patrolmen. Sgt. Lutz did the same for Richland County Deputies selection.

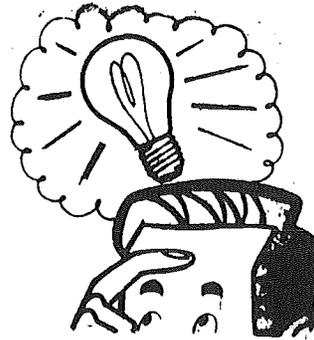


FOR THE
ROCKING CHAIR
SET

- Major John Sterba appointed Field Force Major July 7, 1974, vacating Service Section Commander position.
- Captain Jerome D. Lacke took command as Service Section Major, effective July 21, 1974.
- Lieutenant Jack W. Jorgensen promoted to Captain took command of District No. 2 on August 18.
- Lieutenant Ivan Anders promoted to Captain took command of District No. 1 on August 18.
- Captain Don J. Kennelly assigned to special duty in Planning Section, State Headquarters, August 18, 1974.
- Patrick Byrne will be attending NUTI long course at Northwestern during this coming academic year.
- Inspector Clarke Fuller received medical disability retirement, April 13, 1974.
- CommTech Roy Friedland received medical disability retirement, July 8, 1974.
- Trooper Craig LaMarre resigned July 21, 1974 to enter private employment.
- George B. Guss laterally transferred to Inspector III, District No. 2.
- Paul Lauder, Trooper 2, on medical leave of absence.
- Inspector Levi Dary and Cadet Santiago Camacho transferred from Emission Center to District No. 1.
- David A. Halverson was reinstated as Trooper II, District No. 1, effective June 24, 1974.
- Gary L. Michalski was reinstated as MVI-I, District No. 2, effective June 24, 1974.

- Carl H. Zutz appointed head of Inspection Services Unit, filling slot of retired Bob Cromey.
- Lola Sparby, Clerk 2 transferred to Inspection Services Unit.
- Motor Vehicle Emission Center has been turned over to the Division of Business Management, July 1, 1974.
- Sergeant Phillip Clark is now working in the Technical Services Unit at State Headquarters.

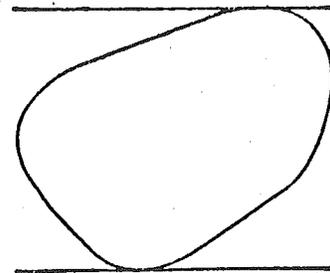
BRAINBUSTER



Can anyone figure out the "Curves of Equal Breadth"?

The breadth of a closed curve is the distance between two parallel tangents to the

curve, the curve being contained between the two tangents.



As the curve is orientated in respect to the direction of the tangents, the breadth of the curve will normally vary. A circle has the property that its breadth is constant (equal to the diameter). It is this property which makes a set of rollers of equal circular cross section suitable for moving a heavy, flat-based body over a level floor.

Can you discover a curve, other than a circle, which has the same breadth, however orientated? (Answer next issue).



PARTY LINE

WEDDING BELLS

Trooper George T. Maloney of District No. 4, Rhinelander, became a married man on June 22, 1974 at ceremonies in Lodi, WI. He and his wife, Pat are currently building a large and beautiful home on a lake lot in the Rhinelander area.

IN SICK BAY

Trooper Del Walter, District No. 1, has been ill at home for some time now. He has had lung surgery. Did you send him a card, drop by, or call?

Ed. Snively, Dist. #6, Radio Dispatcher, had surgery at Sacred Heart Hospital in Eau Claire. He will remain in the hospital for at least two more weeks.

Trooper Floyd Branchfield, Dist. #4 is in Memorial Hospital, Antigo, for neck pains.

Inspector Howard D. Roberts, Dist. #6, suffered a heart attack in July and was in LaVeland Hospital, Elkhorn. He is at home at present. I'm sure a card, call or visit would be well appreciated.

Former Inspector of Dist. #1 and former AA III of Service Section, Don Flaherty was in Madison General Hospital after having suffered a heart attack in July. He is now back at work.

Retired Lieut. Draeger wishes to express his thanks for the fruit basket, flowers, cards and well wishes after his recent heart attack.

Storkfeathers



Trooper Arthur Sheldon and wife, Nancy are proud to announce the birth of a baby girl born on August 9, 1974. Melanie Leigh checked in at 5 lb. 9 oz.

CONGRATULATIONS TO THE PARENTS!

In Memoriam

Inspector Wilbur O. Thomas, Dist. #4 drowned on July 18, 1974. Funeral was on Monday, July 22, at 10:30 A.M. at the Janssen Funeral Home in Schofield.

Inspector I, Philip Manthey's Father Thomas, age 67, passed away on July 13, 1974. He was laid to final rest at Pardeeville.

Former Inspector John Bolender died on August 17, 1974. There was no funeral or memorial. He willed his body to the University.

Clarence Barnett, Father of PCO Bob Barnett, Sr., and Grandfather of Insp. Robert Barnett, Jr. passed away in July at the age of 75. He was laid to final rest at Green Lawn Cemetery at North Wales, PA.

Dist. #6 Typist, Mrs. Elaine Modl's Father passed away on August 6, 1974.

Trooper Larry Luther's Mother, Clara Luther, passed away at Baraboo. Services were held at Scheible's Funeral Home and at St. Joseph's Catholic Church, Baraboo on Wednesday, July 3, 1974, with interment at Baraboo.

Former Inspector Mike Deglman passed away May 15, 1974. Funeral was at St. Patrick's Church in Eau Claire.

In 1936 at the age of 42 he was an Officer for Eau Claire County. He started his career in the State Patrol on July 14, 1942 as a Trooper in Burnett and Polk Counties. He settled in Eau Claire. In March of 1958 he became a Motor Vehicle Inspector II. His retirement came in 1960 and a party was held in his honor on May 11, in the Holiday Room at the Hotel Eau Claire.

OUR SYMPATHY IS EXTENDED TO THE FAMILIES