

WISCONSIN STATE PATROL

CRIMINAL JUSTICE
RECEIVED

FEB 4 1975

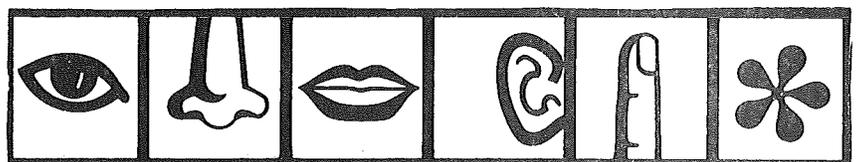
Smokekey Badger



Safe driving is the most important part of every professional driver's job. Some drivers accept the need for defensive driving more than other drivers do. That extra effort which some are more willing to put forth to develop safe driving habits, greater skills and pride in accomplishment is what leads to recognition reserved for experts only. Congratulations to the Enforcement Bureau driving experts listed here for earning their Safe Driver Awards.

- | | |
|---|---|
| 19 yr. - Lieut. Arnold J. Buza
Insp. Dick L. Berger | 11 yr. - Sgt. Stewart R. Vande Zande
Tpr. Jerome F. Wittstock
Tpr. Leo W. Zipperer |
| 18 yr. - Tpr. Herbert L. Hoehn
Tpr. Donald C. Jackson
Tpr. Merrill J. Jacobsen
Major John J. Sterba | 10 yr. - Comm. Tech. Glenn R. Cartier
Inv. Lorenz R. Mittelstadt
Sgt. Lowell J. Nelson
Tpr. Gervase C. Thompson
Tpr. Robert J. Zukas |
| 17 yr. - Tpr. Edwin A. Kujawa
Tpr. Dale A. Perry
Insp. James R. Smetana
Sgt. Garland Spratz
Sgt. Francis Vickerman | 9 yr. - Tpr. William E. Bly |
| 16 yr. - Sgt. John F. Briggs
Sgt. Richard T. Kinsman
Tpr. William J. Plendl
Tpr. Arthur R. Schrock
Capt. Lester M. Walsingham | 8 yr. - Tpr. Donald R. Engel
Tpr. Arnold L. Fritsch
Tpr. William J. Harris
Tpr. Gary A. Krumnow
Tpr. Leon E. Long
Tpr. Thomas Mackovich
Tpr. Loren D. Raether
Tpr. Michael F. Riebe
Tpr. William L. Singletary
Lieut. Richard J. Kildahl |
| 15 yr. - Sgt. Lewis E. Lutz
Chem. Tech. John C. Reich
Sgt. Duane W. Zabel | 7 yr. - Tpr. Earl L. Cupp
Tpr. Richard D. Hoffman
Tpr. Warren B. Holsbo
Tpr. Stephen J. Koch
Tpr. Myron F. Krieg
Tpr. Gail R. Minks
Tpr. Frederick E. Staff |
| 14 yr. - Tpr. Virgil J. Schmidt | 6 yr. - Tpr. Dennis G. Schroeder
Tpr. Orin L. Wincentzen |
| 13 yr. - Sgt. Thomas E. Puffer | 5 yr. - Tpr. Gary D. Eberhard
Tpr. Elroy A. Stroming |
| 12 yr. - Tpr. Gerald W. Schroeder
Tpr. William E. Walker
Insp. David L. Woodruff | 2 yr. - Tpr. Timothy J. Stricker |
| 11 yr. - Tpr. Aldin A. Asp
Tpr. John J. Bruns
Tpr. John E. Hendrickson
Insp. Martin E. Holzman
Tpr. Paul J. Kueber
Tpr. William F. Miller
Tpr. Thomas J. Puetz
Tpr. Ray D. Sailsbery | 1 yr. - Tpr. Gerald L. Fine |

***MAKE SAFETY
YOUR SIXTH SENSE**



FLEET SAFETY PROGRAM - 1974

A quick review of reportable fleet vehicle accidents for 1974 reveals a total of 75. This represents a reduction from the previous year when we experienced 87 reportable fleet vehicle accidents.

In total accidents experienced, District No. 5 was low, with only four reportables, followed by District No. 6 with six, District No. 8 with seven, District No. 4 with eight, District No. 3 with nine, District No. 1 with 16 and District No. 2 with 23.

NATIONAL FLEET SAFETY CONTEST

At the close of ten months of the contest, our standing is No. 3 out of eight fleets with a rate of 3.88 accidents per one million miles of travel and a group average of 5.53 accidents per million miles. October's 12 reportable accidents was the undoing of our second place standing. It just means that we are going to have to try harder, not let down on our safe driving practises and keep alert and ready to stay out of both our own and the other guy's accidents. We can do it, too.

1974 FLEET ACCIDENTS

	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>JUN</u>	<u>JUL</u>	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>	<u>DEC</u>	<u>TOTAL</u>
Hdqrs.	0	0	0	0	0	1	1	0	0	0	0	0	2
Academy	0	0	0	0	0	0	0	0	0	0	0	0	0
Dist. 1	3	0	3	1	0	0	1	0	2	3	1	2	16
Dist. 2	1	2	3	3	1	2	2	3	1	4	2	0	23
Dist. 3	0	2	0	2	0	3	0	0	0	1	1	0	9
Dist. 4	1	0	0	0	1	1	1	1	1	1	0	1	8
Dist. 5	0	1	1	0	0	0	0	0	0	1	1	0	4
Dist. 6	1	0	1	0	1	0	0	0	0	1	1	1	6
Dist. 8	0	0	0	0	1	1	0	1	0	1	2	1	7
TOTALS	<u>6</u>	<u>5</u>	<u>8</u>	<u>5</u>	<u>4</u>	<u>8</u>	<u>5</u>	<u>5</u>	<u>4</u>	<u>12</u>	<u>8</u>	<u>5</u>	<u>75</u>
Insp.	2	0	1	1	0	1	2	0	0	2	2	0	11
Tpr.	3	5	7	4	4	6	2	4	4	9	5	5	58
Sgt.	1	0	0	0	0	0	0	1	0	0	1	0	3
Lieut.	0	0	0	0	0	0	0	0	0	0	0	0	0
Capt.	0	0	0	0	0	0	0	0	0	1	0	0	1
Comm. Tech.	0	0	0	0	0	0	1	0	0	0	0	0	1
Chem. Tech.	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	1	0	0	0	0	0	0	1



A POLICEMAN'S PRAYER

TEACH ME THAT SIXTY MINUTES MAKE AN HOUR, SIXTEEN OUNCES A POUND, AND ONE HUNDRED CENTS A DOLLAR -- HELP ME SO TO LIVE THAT I CAN LIE DOWN AT NIGHT WITH A CLEAR CONSCIENCE, WITHOUT A GUN UNDER MY PILLOW, AND UNHAUNTED BY THE FACES OF THOSE TO WHOM I HAVE BROUGHT PAIN -- GRANT THAT I MAY EARN MY MEAL TICKET ON THE SQUARE, AND IN EARNING IT I MAY DO UNTO OTHERS AS I WOULD HAVE OTHERS DO UNTO ME -- DEAFEN ME TO THE JINGLE OF TAINTED MONEY AND TO THE RUSTLE OF UNHOLY SKIRTS -- BLIND ME TO THE FAULTS OF THE OTHER FELLOW, BUT REVEAL TO ME MY OWN -- GUIDE ME SO THAT EACH NIGHT WHEN I LOOK ACROSS THE DINNER TABLE AT MY WIFE, WHO HAS BEEN A BLESSING TO ME, I SHALL HAVE NOTHING TO CONCEAL -- KEEP ME YOUNG ENOUGH TO LAUGH WITH LITTLE CHILDREN, AND SYMPATHETIC ENOUGH TO BE CONSIDERATE OF OLD AGE -- AND WHEN COMES THE DAY OF DARKENING SHADES AND THE SMELL OF FLOWERS, THE TREAD OF SOFT FOOTSTEPS AND THE CRUNCHING WHEELS IN THE YARD -- MAKE THE CEREMONY SHORT AND THE EPITAPH SIMPLE -- "HERE LIES A MAN."

-- AUTHOR UNKNOWN



THE STEERING COLUMN

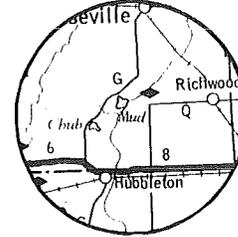
Col. Lew V. Versnik

CB radios have certainly come under fire during the past year. Some of the fire is well-deserved, but would we be remiss in suggesting that, generally speaking, CB radios are used to circumvent the law more than not? There are many uses for CB radio.

For example, the Missouri Highway Patrol obtained a blanket FCC permit for Patrol operation of CB equipment and late in September Patrol Director Colonel Sam Smith issued an order permitting patrolmen to install--at their own expense--transceivers, with the stipulation that the officers report their experiences to him. By the end of October he had a list of incidents which included 21 intoxicated driver reports, seven wrong-way drivers, identification of 18 stranded motorists, 17 accidents which resulted in far quicker response than through normal procedures and three arrests of suspects in serious crimes. Now, that certainly isn't bad. However, truck drivers as well as others have been accused of using the radios to avoid patrolling troopers, skirt open weigh stations, to cause slow-downs for radar operations and as a warning to other drivers of the presence of unmarked police cruisers. Perhaps this would be less of a problem if all police cruisers were equipped with CB radios. We as well as others have developed techniques which overcome the warning system which is used to hinder traffic and weight law enforcement efforts. Like Missouri, we have CB units in our cruisers and they are under FCC authorization.

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)



"So You Know Wisconsin" mystery location in the Nov-Dec issue was no mystery to Steve Gasper and Don Seno--both recognized it as being right on the short-cut to get to Delevan....you go by the Millard Feed Mill, Walworth County.



HOW WOULD YOU WANT A MEMBER OF YOUR FAMILY TREATED, IF THEY CALLED FOR POLICE SERVICE? EXTEND THE SAME CONSIDERATION TO EACH CALL YOU RECEIVE.

S MOKEY BADGER
Published by the Wisconsin State Patrol

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

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EDITOR

Mrs. Frieda M. May
COMPOSITOR




Lucey Urges Strict Speed Enforcement

Associated Press

Gov. Patrick Lucey has asked Wisconsin law enforcement officials to lead the nation in strict enforcement of the 55-mile-per-hour speed limit.

In a letter to James O. Peterson, administrator of the Division of Motor Vehicles, Lucey said that since Wisconsin had led in

establishing the limit it "should also lead the way in its enforcement."

Lucey cited a recent report that the 1974 traffic death toll on Wisconsin roads was 27 per cent lower than in 1973.

"This is strong evidence of the need to meticulously observe and enforce the 55 speed limit," Lucey said

"TRAFFIC DIE-GEST"

This monthly summary of statistics is taken from the National Safety Council publication TRAFFIC SAFETY. This is information which you may find useful in your contacts with the public.

Reductions at the End of November

Utah	-37%	Michigan	-18%
Kentucky	-32%	Iowa	-18%
Missouri	-30%	New Mexico	-18%
Louisiana	-29%	Florida	-17%
North Dakota	-28%	North Carolina	-17%
Rhode Island	-27%	Illinois	-16%
Indiana	-26%	Maryland	-16%
Mississippi	-26%	Delaware	-16%
Arizona	-26%	Virginia	-15%
Connecticut	-25%	Minnesota	-15%
Alabama	-24%	Maine	-14%
Vermont	-24%	Tennessee	-13%
Wisconsin	-23%	Nebraska	-11%
New York	-22%	Colorado	-10%
Ohio	-22%	Idaho	-9%
New Jersey	-22%	Massachusetts	-8%
South Dakota	-22%	South Carolina	-8%
California	-21%	Oklahoma	-8%
Kansas	-21%	Montana	-8%
Arkansas	-20%	Pennsylvania	-6%
Texas	-19%	West Virginia	-6%
Georgia	-19%	Washington	-4%
Nevada	-19%	Hawaii	-3%

MOTOR VEHICLE deaths in November 1974 totaled 4,170, a decrease of 4 per cent from the November 1973 total of 4,340. The November 1974 total is the lowest recorded since the November 1963 total of 4,069.

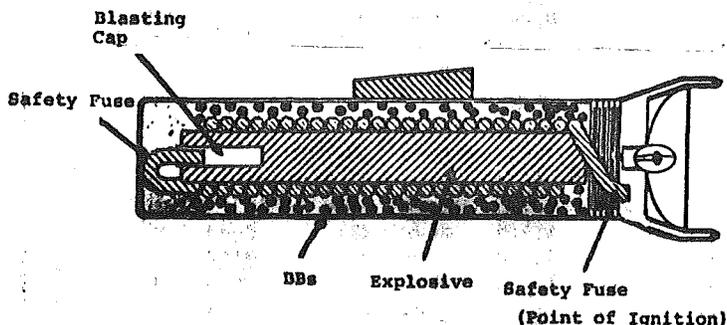
Deaths for the first 11 months of 1974 totaled 42,340, a decrease of 18 per cent from the 11-month total for 1973 of 51,860. The total for 11 months of this year is the lowest recorded since the 1963 total of 39,377 for 11 months. Deaths for the 12-month period ending November 1974 totaled 46,280.

Disabling injuries for the first 11 months of 1974 are estimated at about 1.6 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 11 months of 1974 is estimated at slightly more than \$15.2 billion.

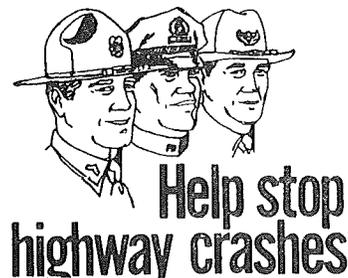
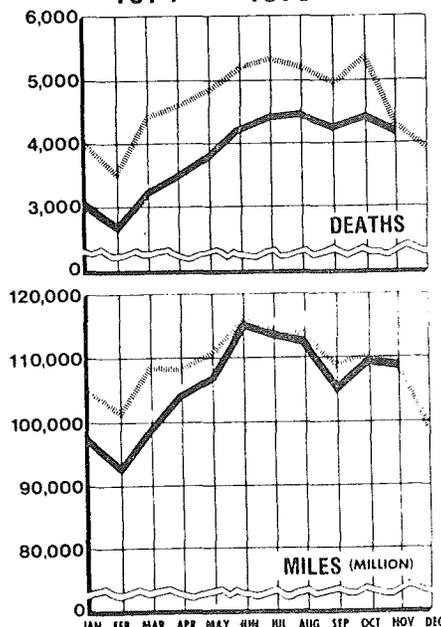
Something of interest:

Following is a reproduction of a diagram of a flashlight explosive device which was brought to our attention in the June 1974 issue of the F.B.I. Law Enforcement Bulletin:



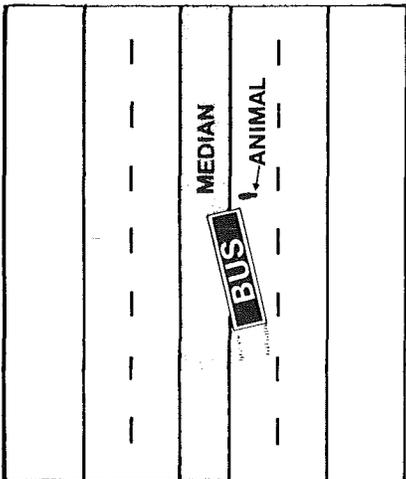
It is reported that the National Bomb Data Center has advised that because there is no external indication of its lethal contents, these flashlight bombs may be carried into many areas without arousing suspicion. Law enforcement officers should, therefore, be particularly alert to those circumstances where the devices might be employed. These explosive devices are fairly common in some foreign countries but fortunately they have not yet been used in the United States to a great extent.

MONTHLY MOTOR VEHICLE DEATHS AND TRAFFIC TRENDS
1974 — 1973





Decision of the Accident Review Board is found on page 6 of this issue. See if your thoughts agree with those of the Board members.



The Accident

The commercial bus operator was traveling at approximately 50 mph in a slight drizzle with wet pavement on a four lane highway. There was moderate traffic for an open road—with vehicles 100-150 feet ahead of and behind the bus. The bus was about three-quarters full of passengers.

Prior to taking the bus on the highway, the operator had "felt indications that the brakes were pulling to the left." He reported this to the garage superintendent and was told to proceed.

While traveling at approximately 50 mph, the bus operator suddenly noticed an animal on the highway about 50 feet in front of his vehicle. The operator braked, swerved left and the pull of the brakes forced him off the road and into the highway median strip. Luckily, none of the passengers were injured, however, there was extensive damage to the front and bottom of the bus.

The operator claimed he merely tried to avoid the animal and the defective brakes caused him to veer off the highway.

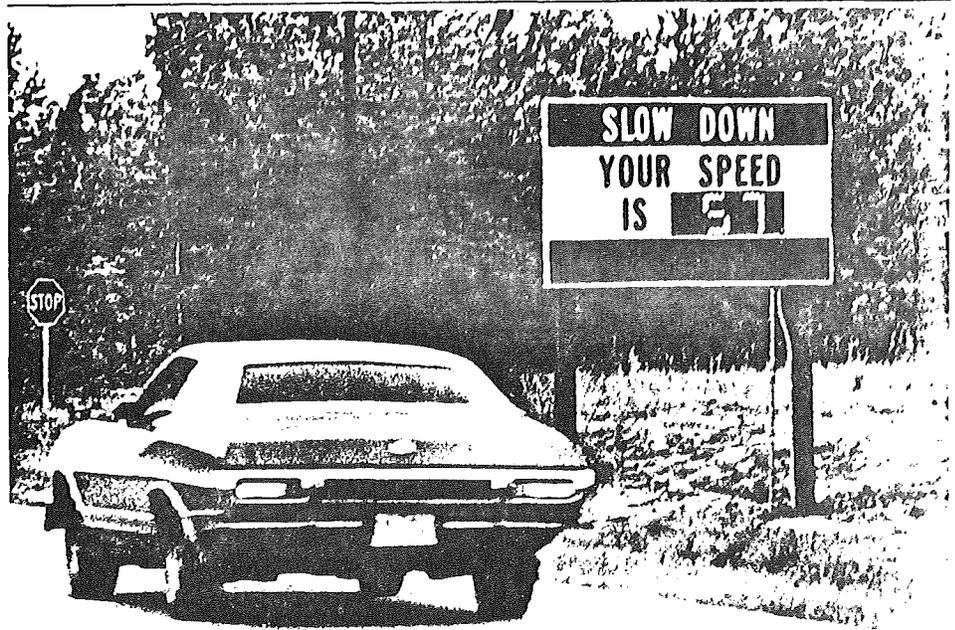
1974 IN-SERVICE SHOOTING FOR RECORD

Following last month's reporting of the individual scores and final standings we received the final standings for the districts. They are as follows with the averages based on a possible score of 300.

Table with 3 columns: District No., District Average, District Rank. Rows 1-8.

Congratulations to District No. 3 shooters. They swept four trophies out of the nine in individual competition.

Van sez: "All those in favor of saving gasoline, raise your right foot."



A TRAFFIC SIGN THAT TALKS BACK to passing motorists is gaining a great deal of attention in North Carolina. The new and unusual traffic sign—located between the cities of Apex and Durham—is surprising many speeding motorists traveling north along Route 55. As drivers approach the sign, pictured above, his speed is flashed before him. If he is exceeding the speed limit, the friendly sign warns him: "slow down." It is part of a research project being conducted by the University of North Carolina and the Governor's Highway Safety Program. The purpose of the sign is to help determine if speed indicators—such as this sign—can help all drivers maintain approximately the same speed, since previous studies have shown that if most travel at about the same speed there are fewer accidents. Here's how it works: After a motorist passes over loop detectors buried in the road, the sign—about 100 yards up the road—flashes the vehicle's speed and when appropriate flashes its friendly warning. This is connected to a calculation unit near the sign, which in addition to triggering the sign, records on a cassette tape the speed of each vehicle; the date; and time of day. Two miles on either side of the sign are two other magnetic detectors embedded in the road. These are similar to the central unit, but do not have signs. These units record the motorist's speed before and after he has passed the sign. The data collected at each site will help the Highway Safety Research Center determine if the warning messages have any effect on speeders.



S P E A K I N G
O F
H I S T O R Y

The memo was issued undated and unsigned, but prior to 12/01/66 whether or not it was "official" remains a secret. What follows is a direct quote:

"Subject: Preventability of Accident

It is the opinion of the fleet safety officer that this accident should be classified as non-preventable on the part of Trooper _____.

It is the post-mortem opinion of the investigating officer that this deer had spent a greater part of the preceding afternoon imbibing in the plentiful abundance of boysenberries commonly found in the woods of _____ County, which said berries following a heavy frost take on the characteristics of a fermented malt beverage. After consuming several quarts of this lethal wood product, the deer wandered dangerously close to the center lane of a U. S. highway, apparently in this stupor, became confused as to the meaning of the oncoming brace of flashing red lights under which sat a perfectly unsuspecting state patrol trooper. A collision resulted between a cruiser and an intoxicated wild animal, which ended with one dead deer and a very scared and confused trooper.

It is recommended that in the future, the Wisconsin Conservation Department maintain a tighter control on intoxicated animals."

WELFARE PAYS MORE THAN LAW ENFORCEMENT JOB

Shari Inmann, dispatcher for the Sheriff's office in Boulder, Colo., says she is quitting her job and going on welfare because it's a better deal for her economically.

"I take home \$400 a month and have two children to support: baby-sitting costs about \$200.00 a month."

On Welfare she said she will receive about \$200 a month, plus free medical care.

ACCIDENT OF THE MONTH

The Accident Review Board's decision is as follows:

Decision

The Accident Review Committee ruled this case PREVENTABLE on three counts:

1. A slight drizzle will still lower the coefficient of friction of the highway. 50 mph on wet pavement amidst moderate traffic—especially when there is question as to the effectiveness of the brakes—is not a defensive driving tactic.

2. The Bureau of Motor Carrier Safety Regulations 392.7 states that a driver shall not drive a vehicle he considers to be unsafe. Since the working order of the brakes was questionable, the driver should have pursued the issue further.

3. The wisdom of emergency braking to avoid hitting an animal, however humanitarian, falls short of defensive driving when passengers and other motorists are involved.

This clipping from the Wisconsin State Journal, January 9, 1975, forwarded by Bob White of the Administrator's Office who remarked, ".....is characteristic of the great service provided by the best cops around!" Trooper Frey was recruited by ex-trooper White.

Boy, 5, Radios for Help

WAUKESHA (UPI) — Five-year-old Donald Price got on his father's citizens band radio to summon help for his mother, confined to a wheelchair, when she tumbled down the basement steps at their home Tuesday.

A state patrolman, Duane Fry, Oconomowoc, heard the boy's call, and summoned local authorities who sent an ambulance to the Price home. Mrs. Price, suffering from multiple sclerosis, was reported in good condition Wednesday.

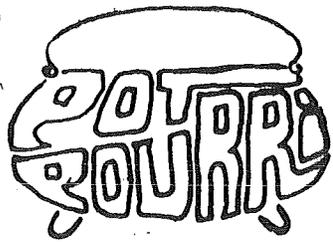
Another citizens band operator, living near the Price home, said he had heard the boy's call, and gone there to offer help.

Authorities said the boy had never operated the radio before, having only watched his father.

Previously overlooked:

When Major Glen Kissinger (retired) moved back to Tomah (God's Country) he left his new address and phone number.

509 Hollister Avenue, Tomah, 54660, (608) 372-3342. Glen does NOT accept collect calls!



- As from January 1st, 1975, West Germans will be required by law to buckle up their safety belts. Sweden will follow suit and Britain has just announced a target date of the end of 1975 for implementation of similar legislation.

- From Brazil -- Sao Paulo officials report that minor fender-bender accidents resulted in seven shoot-outs and six killings during 1973.

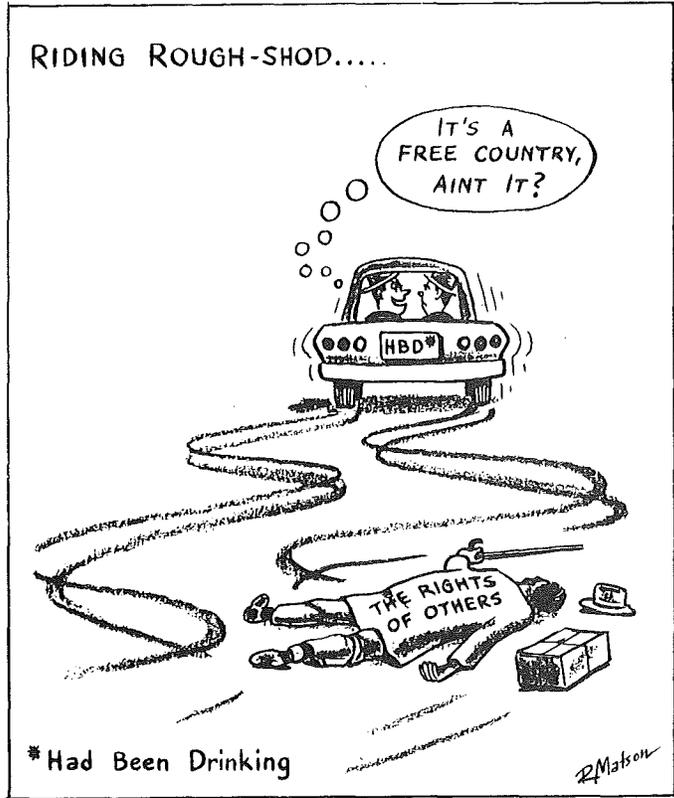
- Driver license applicants and motorists visiting examining stations throughout North Carolina were surveyed for seven consecutive days, and asked for safety suggestions. About half asked for the removal of drunk drivers from the road; other large groups requested stronger enforcement of traffic laws, and some indicated that vehicles and highways could be improved.

- A study of crashes between bicycles and motor vehicles has shown that bicyclists were probably responsible for the initiation of 78 per cent of the crashes studied. Bicyclists through the age of 12 were probably 92 per cent responsible, with about 34 per cent among those over age 25. The study was conducted between October 1, 1971 and September 30, 1972 in Maryland and it surveyed 888 police reports on injury producing bicycle-motor vehicle collisions.

- "Occupational" licenses for drivers whose operating privileges were suspended were turned down in Pennsylvania. The controversial bill to permit the special licenses was killed by the Senate after earlier passage by the Pennsylvania House. Although supported by Teamsters Union, the bill was opposed by various motor clubs.

- Studded tires may cause more trouble than they're worth, according to the Federal Highway Administration. The federal agency has asked the states to ban studded tires because of the damage they do to roads. The FHA also claims that the extra braking power of studded tires on glare ice is nullified by over-confident drivers who driver faster and rely on the studs.

- Federal grants totalling nearly \$15 million for diagnostic inspection projects have been awarded to Alabama, Arizona, Tennessee and Puerto Rico by NHTSA. The auto inspection demonstration projects will provide accurate information on the cost of repairs for each car being tested. The pilot project in Washington, D. C. as well as these four additional projects, will provide the data to be analyzed to provide the information on cost of repairs for each car being tested.





FOR THE
ROCKING CHAIR
SET

- Inspector Paul Joles transferred to Dunn County, District No. 6.
- Trooper Virg Schmidt has down-graded to Inspector I, continues to be assigned to District No. 1.
- Inspector Bill Muschinski replaced Inspector Darol Peterson on the Accident Classification Board, effective January 1, 1975.
- Trooper Nick Pierce has transferred to Iron County, District No. 8.
- Ed Snively, PCO in District No. 6 has returned from his leave of absence, effective December 12, 1974.
- Trooper Gerald Bond, District No. 5, resigned his position to become Juneau County Undersheriff.
- William J. Karner, Jr. has been employed as Comm Tech assigned to District No. 4, effective December 16, 1974.
- PCO Tom Brah, District No. 2 returned to work from his leave of absence, January 5, 1975.
- Pat Diaz, Typist 2, District No. 2, became Admin. Secretary I effective November 24, 1974.
- Anne Higbee, Clerk 3 in Records Unit of Planning, has resigned her position effective January 17, 1975 to take a position in Bob Weaver's office up in Division of Highways.
- Trooper John B. Prarizzi, District No. 8, was retired from the Patrol after concluding over 25 years of State Service.

R E T I R E M E N T P A R T Y

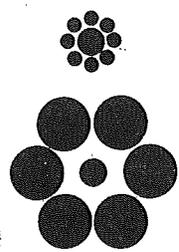
Friends, associates, colleagues and officials packed Connie's Supper Club at Hurley on Thursday, January 16, 1975 in honor of Trooper John Prarizzi who retired on December 31, 1974 after a tenure of 25 years with the Wisconsin State Patrol.

Trooper Prarizzi, one of the '49-ers, took up duties with the Patrol on September 12, 1949 after serving about two years as Iron County Traffic Officer. His first assignment was Iron and Ashland Counties. When the Patrol expanded, John turned down a promotion to sergeant because concern for his ageing parents prompted him to avoid the inherent transfer to another area of the state, and he remained as resident liason officer in Iron County.

During his Patrol career, John received many commendations and meritorious awards, perhaps none of which was more meaningful than the CAPTAIN ALVIN E. BOELTER MERITORIOUS SERVICE AWARD which was bestowed on him in 1969.

Master of Ceremonies duties were shared by Sergeant Chuck Foley and Rollie Gilbertson. Among the "out-of-towners" present were Major Litkey (retired), Captain Fuhrmann (retired), Morris Johnson (retired), Captains Goetsch and Walsingham, Inspectors Lyon, Ludwig, and Eder and Father Bob Reidmueller.

I S S E E I N G B E L I E V I N G ?



Which is the larger of the two center dots, the one below or the one above?

As a matter of fact, they are exactly the same size.

When driving your vehicle, it is so important to sweep your eyes back and forth, look and look again but never fix your eyes on a single object for longer than three seconds.



IF YOU FIND MISTAKES IN THIS PUBLICATION, PLEASE CONSIDER THAT THEY ARE THERE FOR A PURPOSE. WE PUBLISH SOMETHING FOR EVERYONE, AND SOME PEOPLE ARE ALWAYS LOOKING FOR MISTAKES !!!



PARTY LINE

IN SICK BAY

Who's New in the Bureau

Maureen Cunningham, formerly employed in the Planning Division of DOT, replaces Anne Higbee of the Enforcement Bureau Planning Section. Anne, as you know moves up to the Permit Section of Highways.

Ms. Cunningham is single and a native Madisonian. She did not elaborate when asked about hobbies and special interests.

* * * * *

A cake and coffee party was held in the Bureau for departing Ms. Higbee on Thursday, January 16th. Mr. John Schoenick presented a gift to Anne on behalf of the group and closed the presentation with fitting bon voyage to Anne.

* * * * *

District No. 3 now has the services of a new LTE Typist 2. Beverly Friess, whose hometown was given as Oakfield (heart of the waterfowl hunting area) is married to a native of Fond du Lac. She and hubby Gary have one of each: Jodie, age 3-1/2 and Greg, age 6. Bev's current interests run to camping and biking. Welcome Aboard!

Storkfeathers



Trooper Robert Olson and wife, Corrine are proud to announce the coming of Russell J. on December 8, 1974. He checked in at St. Vincent's Hospital, Green Bay, 8 lb. 12 oz. and 22 inches long.

* * * * *

Born to Trooper Gerald Wojtalewicz and wife, Joan, a son, on January 11, 1975 at 5:35 P.M. at St. Michael's Hospital, Stevens Point. William Gerald's weight was 7 lb. 3 oz.

* * * * *

CONGRATULATIONS TO THE PARENTS!

Sergeant Keith Wilder underwent surgery at St. Luke's Hospital, Duluth on January 16th. The operation was necessary to fuse two vertabrae in his neck. Keith will be looking to go home by the 25th but won't be to work for some time.

* * * * *

Lieut. Dick Kildahl of the Academy staff underwent surgery on January 20 for sinus and nasal problems.

* * * * *

Administrative Secretary for the Academy, Eleanor Mull was in the hospital briefly for an unspecified illness.

* * * * *

Morris Johnson, retired traffic officer, was reported to have been in St. Joseph Hospital for a bleeding ulcer in December. He then spent a short recuperation period in Golden Age Center, Chippewa Falls. Morris healed well because he attended the party at Connie's Supper Club for retiring Trooper John Prarizzi on January 16th.

* * * * *

Trooper Sam Young, District No. 6 was admitted to Bloomer Hospital, January 10th for gall bladder surgery. Sam expects to be off work about three weeks.

* * * * *

Sergeant Dick Kinsman suffered a broken leg and some cracked ribs when his garden tractor rolled on him. He returned to work on January 20th.

* * * * *

Lieut. Jim Jeatran of District 5 was in the local hospital from December 26th to January 3rd and then moved to Madison General for treatment of nerve damage in his lower back. Lt. Jeatran was discharged and returned home on January 13th for recuperation.

* * * * *

Sgt. Henry Leffin underwent surgery for his back at Theda Clerk Hospital, Neenah, is now home recuperating. Sgt. Leffin is moving around and able to attend some meetings at the district but is not fully back to work.

IN MEMORIAM

Inspector Robert Gohre's stepfather Raymond Wipperfurth passed away on Saturday, January 11, 1975. Funeral was Thursday, January 16, at St. Peter's Church, Madison with interment in West Lawn Cemetery, Madison.

* * * * *

Inspector Terry Bengston's father passed away on December 11, 1974.

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Mrs. Kathryn Cartier, mother of District 5 CommTech Glenn Cartier, passed away on December 27, was laid to final rest at Green Bay.

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Killed in a traffic crash at Angelo on December 28, 1974, were two brothers of David Wieman, District No. 5 Facility Repair Worker.

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At Eau Claire on December 30, 1974, Calleen Remington's mother died. Calleen is the District No. 6 Administrative Secretary.

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Trooper Mike Taczala's father passed away on Friday, January 17, 1975.

Trooper Ed Tomlin of District No. 1 has been home about two weeks after being hospitalized with multiple stab wounds. Is recuperating on schedule--experiences some discomfort yet. He is not expected to return to work for a minimum of at least three weeks. The arraignment of his assailant is set for Green County Court on February 3, 1975, on the charge of attempted first degree murder.

Trooper Borzmowski arrested a subject for OAWI with a test of .36 blood alcohol on November 4, 1974. Alcohol influence report NU. 25103. The following night, almost 24 hours later, he arrested another subject who tested .43 per cent alcohol, alcohol influence report 25104. That's what you call a pair of pickles.

The .43 per cent alcohol deserves at least a dishonorable mention. It may possibly be some kind of record.

-- Sgt. Holt

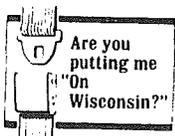
Inspector Bill Muschinski recently took an insignificant bit of information to heart, notified the proper authorities, and the FBI confirmed that the tip led them to a \$50-thou robbery in another state. How about that!

Trooper John Prarizzi (retired) takes a direct approach to problem-solving, as witness this copy of a M-A he took care of one day while off-duty. . . .

While off duty

DAILY CREED

Let me be a little kinder,
Let me be a little blinder
To the faults of those about me;
Let me praise a little more;
Let me be, when I am weary,
Just a little bit more cheery;
Let me serve a little better
Those that I am striving for.
Let me be a little braver
When temptation bids me waver,
Let me strive a little harder
To be all that I should be;
Let me be a little meeker
With the brother that is weaker;
Let me think more of my neighbor
And a little less of me.



MOTORIST ASSIST
MVD-4011 7-30

State of Wisconsin / Department of Transportation
WISCONSIN STATE PATROL

LOCATION	MILE POST NO.	HIGHWAY	COUNTY
<input type="checkbox"/> I-SYSTEM	50 CAREY	TOWN RD	IRON
DATE	TIME	<input type="checkbox"/> AM	MAKE AND TYPE OF VEHICLE
6-28-74	9	<input checked="" type="checkbox"/> PM	
VEHICLE LICENSE	OFFICER	WSP NO.	
	Trooper J. Prarizzi	II 60	
EXPLANATION			
Chased bear away from the yard of Mrs Edward Brunell at 50 Carey. Warden advised me to do this for him because he was off duty - death in family.			
Type of	<input type="checkbox"/> DISABLED VEHICLE	<input type="checkbox"/> TIRE CHANGE	
Service	<input type="checkbox"/> OUT OF GAS	<input checked="" type="checkbox"/> PERSONAL SERVICE	
TIME SPENT IN MINUTES	30	<input type="checkbox"/> EMERGENCY SERVICE	