

WISCONSIN STATE PATROL

JUL 5 1974

Smokey Badger





At the start of the new year we saw this: "RESOLVED: TO NOT ONLY START THE NEW YEAR OUT SAFELY, BUT TO PERPETUATE MY SAFE DRIVING RECORD EVERY MONTH OF 1974." At the halfway mark, join with us in congratulating these resolute drivers who have completed a year of accident-free driving, lived up to the resolution and have thus earned their Safe Driver Award.

- | | |
|----------------------------------|--------------------------------------|
| 17 yr. - Sgt. Francis J. Honish | 11 yr. - Sgt. Sterling J. Standiford |
| Tpr. Samuel C. Young | 5 yr. - Tpr. Richard D. Abrahamson |
| 16 yr. - Capt. Howard N. Goetsch | Insp. Robert E. Barnett, Jr. |
| Lieut. Jack W. Jorgensen | Tpr. Richard E. Blood |
| Tpr. Wallace J. Knutson | Tpr. James L. Genrich |
| Capt. Charles N. Okonek | 3 yr. - Tpr. Lee G. Halverson |
| Tpr. David R. Wrecke | Tpr. Franklin H. Patterson |
| 14 yr. - Insp. Kenneth E. Steen | 2 yr. - Tpr. Thomas Radtke |
| 11 yr. - Lieut. James P. Jeatran | |

INTER-DISTRICT FLEET SAFETY CONTEST

Total preventable accidents for our fleet, at the close of business on May 31, 1974, number 11. District No. 4 maintains the lead with District No. 2 well in the lead for Battered Hubcap dishonors. Ownership of the BH award for the next six months will be decided by the records which emerge at the close of the day on June 30, 1974.

<u>District No.</u>	<u>Preventable Accidents</u>	<u>Mileage</u>	<u>Rate</u>	<u>Place</u>
4	0	550,446	.000	1
8	0	282,127	.000	2
5	1	633,493	.158	3
6	1	547,155	.183	4
1	4	1,223,025	.327	5
3	2	592,463	.338	6
2	3	765,137	.392	7

Make Your Next Car A Safe Color (?)

Color visibility has been the subject of Mercedes-Benz engineers who recently developed an evaluation scale to measure the relative visibility of cars of different colors and color combinations in varying light conditions and backgrounds. Luminous orange heads the

list of colors most visible, followed by white, light yellow, light orange and dark yellow. Least visible colors, in order, are dark green, black, dark brown, dark blue and dark red. Combinations of colors improve visibility but many of those combinations tested would not be likely sellers.

1974 FLEET ACCIDENTS

According to the accompanying chart, the Enforcement Bureau experienced four fleet accidents during the month of May, 1974. This compares favorably with May of 1973, while in May of 1972 we had six accidents. At this point in 1973 we had experienced 39 fleet accidents, while in 1972 there had been 62 fleet accidents during the first five months of that year! Safety is equivalent to the distance between one's ears--often, one block. . . .

	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>TOTALS</u>
Hdgrs.	0	0	0	0	0	0
Academy	0	0	0	0	0	0
Dist. 1	3	0	3	1	0	7
Dist. 2	1	2	3	2	1	9
Dist. 3	0	2	0	2	0	4
Dist. 4	1	0	0	0	1	2
Dist. 5	0	1	1	0	0	2
Dist. 6	1	0	1	0	1	3
Dist. 8	0	0	0	0	1	1
TOTALS	6	5	8	5	4	28
Insp.	2	0	1	1	0	4
Tpr.	3	5	7	4	4	23
Sgt.	1	0	0	0	0	1
Lieut.	0	0	0	0	0	0
Capt.	0	0	0	0	0	0
Comm. Tech.	0	0	0	0	0	0
Chem. Tech.	0	0	0	0	0	0
Other	0	0	0	0	0	0

NATIONAL FLEET SAFETY CONTEST

The Wisconsin State Patrol has dropped to fourth in the contest at the close of four full contest months. This places our fleet in the second division, the first time in years that we have been below midway in the standings. This portion of our fleet safety program is based entirely on just the number of reportable fleet accidents which occur to the members of the State Patrol sworn personnel. The district standings are computed on the basis of preventable accidents which occur to all sworn personnel at district level.

GRADUATES

Ninety law enforcement officer from depts. throughout the U.S. and foreign countries were graduated from NUTI on Saturday, June 15, 1974. Among them were Sergeant Richard Kildahl and Sergeant Phillip Clark of the Wisconsin State Patrol.



Col. Lew V. Versnik

THE STEERING COLUMN

An interesting study in human nature--and important from the standpoint of human relations in police work--resulted from the account of the extraordinary experiences of Dr. George L. Kirkham, assistant professor of criminology at Florida State University. Lacking police experience, Dr. Kirkham took time off from his job, went thru the police academy and took an assignment as a regular patrolman. The first thing he discovered--contrary to his previous opinion--was that the police do not tend to exaggerate when they describe the amount of physical abuse and verbal disrespect to which they are subjected. Dr. Kirkham, whose previous song went, "any man who is not able to maintain absolute control of his emotions at all times has no business being a policeman," has changed his tune. His advice now to his colleagues is for them to cross the tracks and see what conditions are really like on the other side! This, from a man whose first-hand knowledge of crime was circumscribed by poetic admiration for the decisions of the Warren Court. The full story of Dr. Kirkham was recently published in the FBI Law Enforcement Bulletin. Read it.

Van sez: "One trouble with the world today is that so many people who stand up for their rights fall down miserably on their duties."

DRIVER ACCIDENT PREVENTION

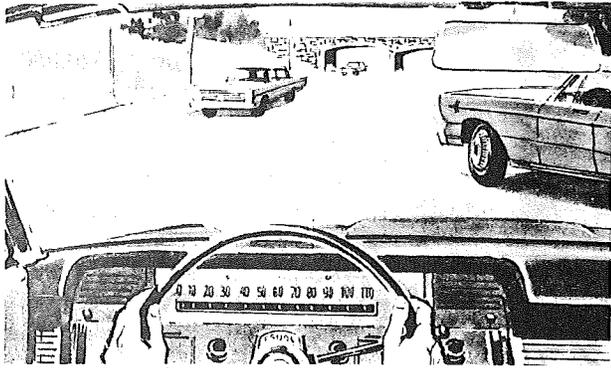
Last in the DAP series, situation No. 12 depicts an all too common occurrence-- the "other guy" either ignores you, doesn't see you or doesn't give a damn about you and pulls out from a side street into your lane of traffic. You must be ready, willing and able to do everything reasonably possible to avoid a collision. Can you? Will you? What will you do. . . . ?

(Answer to last month's DAP, "At 50 Miles An Hour...Your Car Suddenly Hits Deep Water", you will find on Page 5).

Driver Accident Prevention



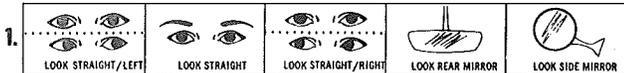
No. 12



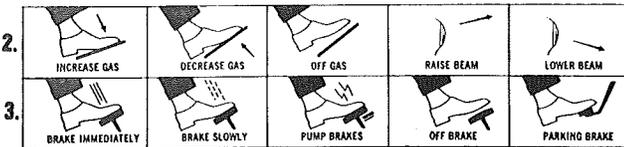
**A CAR SUDDENLY
PULLS OUT OF A SIDE ROAD INTO YOUR LANE**

think what would you do?

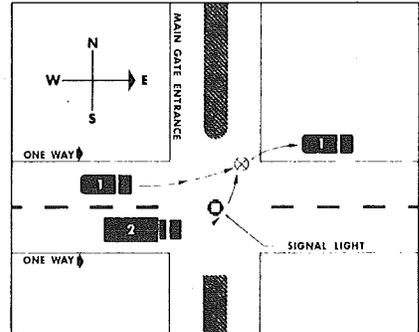
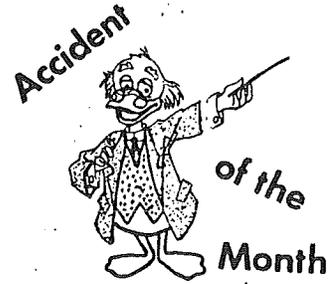
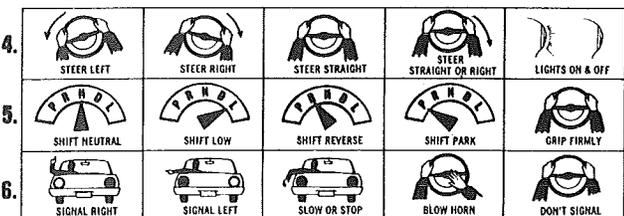
With your eyes? (Put an "X" through what YOU would do!)



With your feet?



With your hands?



THE ACCIDENT

Driver's statement: "I was proceeding east on a one-way street, approaching the main gate of an Air Force Base. Traffic was fairly heavy, but moving. I was in the left lane approaching the intersection and the light was green, in my favor. I noted a truck in the right hand lane moving about 5 mph. I entered the intersection at approximately 30 mph, as there was no justification for me to go slower with a clear lane ahead and traffic coming from behind. As I approached the center of the intersection, the truck, without any warning, turned left from the right hand lane. The roads were dry and the weather clear. The time was 7:30 a.m. There was no way I could have avoided this accident."

(Answer on following page)

S MOKEY BADGER
Published by the Wisconsin State Patrol

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Captain Corwin F. Holmquist
EDITOR

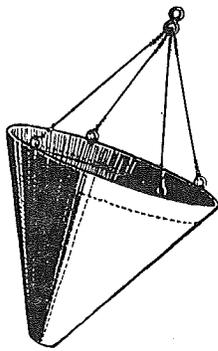
Mrs. Frieda M. May
COMPOSITOR




WHATZ-IT?

For June and in honor of the green scene you were asked to identify four leaves. If you failed, it was no challenge....Leaves from the post oak, live oak, southern red oak and chestnut oak were pictured.

Now try this one. It's a real life-saver and when properly used it slows things down and keeps one pointed in the right direction. Whatzit?



Accident of the Month

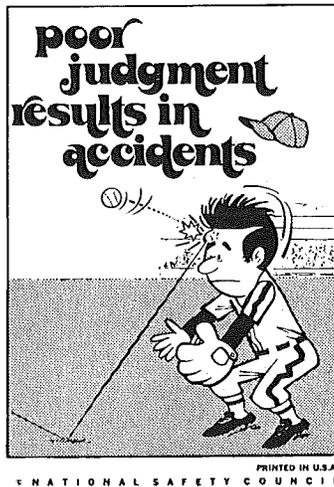
DISCUSSION

The Accident Review Committee ruled the accident PRE-VENTABLE. All the indications pointed to a potential hazard; a vehicle going 5 mph approaching a controlled intersection and the main entrance of a military base. The driver not only failed to recognize these hazards, but approached the intersection at a speed too fast to make a defensive move, and further aggravated the situation by failing to use his horn to alert the other driver—"Leave Yourself An Out" and "Make Sure They See You" (Smith System).



"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.



MOTOR-VEHICLE deaths in March 1974 totaled 3,240, a decrease of 25 per cent from the March 1973 total of 4,320. The March 1974 total is lower than the 3,283 total for March 1963—the year in which deaths started to rapidly climb. It was the third consecutive month that deaths had declined by 25 per cent from the preceeding year, the greatest percentage decrease in more than 30 years.

Deaths for the first three months of 1974 totaled 8,920, a decrease of 25 per cent from the three-month total for 1973 of 11,880. The total for the first three months of this year is the lowest recorded since the 1963 total of 8,625 for three months. Deaths for the 12-month period ending March 1974 totaled 52,640.

Disabling injuries for the first three months of this year are estimated at about 320,000. 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 three months of 1974 is estimated at slightly more than \$2.9 billion.

Preliminary vehicle mileage estimates for 1974 are not yet available and therefore, no mileage death rates have been calculated for this year.

Leading at the End of March

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

States

Utah	-74%	Illinois	-25%
Rhode Island	-65%	Arkansas	-25%
Nevada	-52%	Mississippi	-24%
Delaware	-47%	Florida	-22%
Missouri	-46%	Ohio	-21%
Maryland	-41%	Colorado	-21%
Michigan	-37%	Kansas	-21%
New York	-36%	Idaho	-21%
Indiana	-36%	Georgia	-20%
North Dakota	-36%	Iowa	-20%
Arizona	-34%	Oregon	-16%
Connecticut	-31%	Pennsylvania	-14%
New Mexico	-31%	Minnesota	-14%
Montana	-30%	South Carolina	-14%
California	-29%	Vermont	-14%
Texas	-28%	Virginia	-13%
Wisconsin	-28%	North Carolina	-12%
Nebraska	-28%	Washington	-11%
South Dakota	-28%	Alabama	-9%
New Jersey	-27%	West Virginia	-7%
Kentucky	-27%	Wyoming	-7%
Massachusetts	-26%	Oklahoma	-6%
Louisiana	-26%	Tennessee	-5%

C A R 3 - 1 0 - 4 2

A retirement party was held at the Sheraton, Madison on Friday evening, June 21, 1974 for Major Charles W. Litkey, Field Force Commander over the field operations of the Enforcement Bureau since 1965. Approximately 260 friends, associates, members of the DOT and others from outside state service gathered to share in the tribute to Major Litkey and to add the warmth of their friendship and respect to the occasion.

Presentations were made by Secretary Norman M. Clapp, Administrator James O. Peterson, Deputy Administrator Harold Meyer, Col. Lew Versnik, Director of the Enforcement Bureau and Patrol, Capt. Alva Rehberg, Col. Hugh Simonson, and Mrs. Don Lipske who was chairman of the program committee. The highlight of the evening was presentation of the state and national flags, which had been flown for 24 hours over each of the field headquarters buildings, to the guest of honor. Trooper Rolland Wottrich of Dist. IV and Trooper Gerald Voss of District II made that presentation.

Major Litkey retires after 26 years of service to the State Patrol and the State of Wisconsin. His tour of duty included assignments in District No. 4 as resident officer, Academy Class No. 1, District No. 2 as District Commander, and State Headquarters as Field Force Commander.

Just a few of the many who were on hand for the occasion were former Trooper and ex-sheriff Paul Humbel, Inv. Ray Meilahn (retired), Inspector Arnie Loeffler (retired) and Colonel Lawrence E. Beier (retired).

DAP SOLUTION to No. 11

HERE ARE THE CORRECT ANSWERS!

1. 

LOOK STRAIGHT AHEAD. Water may suddenly be splashed on your windshield obstructing your vision. Keep your eyes on the road every second of the time until you are out of danger
2. 

DECREASE GAS, but do not take your foot suddenly off the accelerator. The water will slow up your car greatly. By decelerating too quickly, you may lose control
3. 

Keep your foot OFF THE BRAKE. Once again, any sudden deceleration while you are moving through the water can cause you to lose control.
4. 

GRIP FIRMLY. The water may pull your car to one side or the other. Hold on to the wheel with both hands.
5. 

DON'T SHIFT. Shifting can be dangerous in this situation. Don't let go of the wheel for any reason until you are out of trouble.
6. 

DON'T SIGNAL. At this point, signaling won't help you, and you could lose control if you take your hands off the wheel for even an instant.

Additional control measures: Even when you are out of the water, you are still not out of danger. Your brakes may not work because they are wet. Do not accelerate. As the car slows to a safe speed, pump your brakes slowly. Grip the wheel tightly—the wet brakes may pull the car to one side or the other. If they do not work properly after a few moments, have your car serviced as quickly as possible.

SAFETY HINT: Wet Brakes

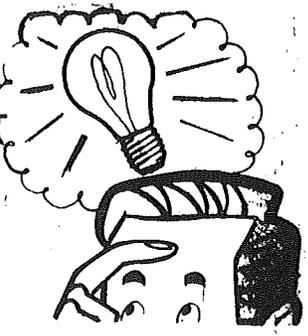
If you have been driving through a puddle or heavy rainstorm, try the brakes to see if the linings are wet.

If the car pulls toward one side (or doesn't brake at all), shift into low or second and proceed slowly with your left foot on the brake as you drive. The heat created by the friction should dry out the lining. If you find that this procedure does not help, stop at your nearest service station and have them checked.

If you must drive over a flooded road, drive very slowly to prevent water being splashed up into the brake lining. Also, be certain to leave more than the average amount of distance between your car and the car ahead.

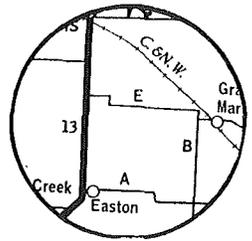
BRAINBUSTER

The Angles on a Cube problem was no problem for the Irish element, namely Casey Ryan, who called it an equilateral triangle correctly with the intersecting lines meeting at 60 degrees.

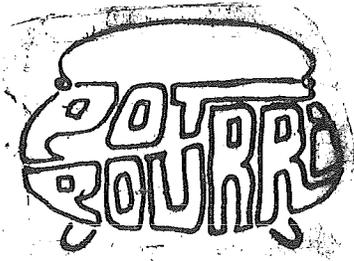


SO YOU KNOW WISCONSIN?

All right, no "cheating" now, tell me in what county this location is, and what is the predominant highway? (Answer next issue).



Last month you were taken to Commonwealth. Did you recognize Hwys. 2, 70 and 101 in Florence County?



- Missouri, after looking long and hard at the tire stud situation has come forward with the following conclusions based on a

Missouri Highway Department report: They diminish rather than promote highway safety; they increase stopping distances on bare pavement; they are less safe than conventional snow tires on all surfaces except glare ice; studs damage surface texturing of roadways which were designed to improve skid resistance; and, they cause grooving or tracking depressions in which water collects, causing hydroplaning and ice problems. Studies in Ontario, Canada, Minnesota and Iowa have shown that glare ice conditions exist only one per cent of the time. That sounds like a pretty overwhelming indictment of studs.

- Commissioner Walt Pudinski of the California Highway Patrol expects that his State Highway Patrol troopers will write 100,000 speeding citations during a single month, following review of speed studies for March and April. He further stated that given sufficient manpower, his troops could write that amount in a single day, based on the violation percentages of the speed studies. During 1973 the daily arrest averages were 1,300. So far this year, CHP officers wrote an average of 3,623 citations per day in April, 2,700 in March, 3,100 in February and 1,500 in January! Pudinski stated, "...as long as the law is on the books (55 mph maximum) it will be enforced."

- Kentucky is getting tough on the drunk driver repeaters. Stiff fines PLUS mandatory three-day jail sentence for second offenders and 30-day jail sentences for third offenders are part of a new law becoming effective on June 21, 1974. Initial offense does not require jail, but does give an option to the trial court of enrolling the subject in the Alcohol Driver Education program in lieu of license revocation in certain cases.

- A pilot project costing 1.4 million is underway in D.C. demonstrating a diagnostic automobile inspection center. They are offering free service under the grant sponsored by NHTSA. One man ran his 20-month old 1972 Lincoln through the lane and found that he needed no work at all on it in spite of the fact that he had been considering \$200 worth of repairs. This is perhaps a sad commentary when you consider that this project might possibly have been endorsed for Wisconsin where the DOT was once in a pioneering position in the area of Motor Vehicle Inspection Diagnostic Center operation. The states have been advised that they can compete to set up four more diagnostic inspection projects, as approximately \$15 million in federal money has been allocated to fund five such stations for 18 months each.

RETIREMENT PARTY

The Linden Inn on Big Cedar Lake, near Slinger, was packed to the aisles on Friday, June 28, 1974 as over 200 of Inspector Harvey Ruck's fellow workers and friends joined in a retirement party in his honor.

Following an excellent dinner of fowl and beef a program was reeled off recalling the inspector's 25 years of state service and including special awards for that career of service. Lieutenant Governor Martin Schreiber headed the list of donors which in order of appearance included Major Sterba, Major Litkey, Captain Kennelly, Mr. Peterson and Lieut. Jorgenson, who also conducted the program. Inspector Ruck's mother was present for the festivities.

Among the old timers on hand were Al Pratt, Paul Roble, Ray Meilahn, Arnie Loeffler, Paul Humbel, Pete Sahagian, Warren Stalbaum and Bob Cromey.

Harv. will be avoiding the old rocking chair. He is going to work as safety director for a school bus contractor in the greater Milwaukee area.



P A R T Y L I N E

W E D D I N G

On Saturday, June 22, 1974 at 11:00 a.m., Betty Scott and John Stasny were married in Madison. The vows were spoken at the Dane County Courthouse. A reception for some 65 friends and relatives was held at the home of Mrs. Caroline Eichelkraut, mother of the bride, at Belleville from 2:00 p.m. to 5:00 p.m. From there, the couple motored to Illinois. Betty works in Accident Records and John, a long time Bureau member, works in the Technical Services section.

In Sick Bay: Janet Sabatke has been off for several weeks following surgery. We expect to see Jan back to work sometime in July.

A telephone call from Lieutenant Elmer Draeger (retired) confirmed that he had suffered a mild stroke and was confined to St. Mary's Hospital, Madison, for about a week. Elmer sounded confident that his recovery would be complete.

Inspector II John R. Munro (retired) was in Lutheran Hospital, Milwaukee (2200 W. Kilbourne Ave., 53208) as of the 20th of June and expected to remain there for about another week.

Trooper Donald Murawski and Inspector Richard Preller both had surgery for Gall Bladder at St. Vincent's Hospital, Green Bay, on May 3. They also shared the same room.

The ten year olds of Elroy School went thru the District No. 5 Headquarters. They wrote thank you letters which all began the same:

"Dear Col. Anders....."

\$500 Note -- On a half-sheet of scratch paper, Insp. Willie Thomas scrawled out a name and license number for Inv. Harry Blair to check out.

Result: About \$500 in unpaid lessor fees going back to cover approximately four years of rental company operation. Harry (the) Blair and Willie make teamwork pay!

Members of Troop D, District No. 3, (including former members in 1972) have placed a wreath on the grave of former fellow Trooper Don Pederson for Memorial Day.

For The
Rocking Chair
Set



- Inspector I Don Getter resigned June 7 to take a position with Bekin Van Lines.
- Insp. Ron Wonders transferred back to District No. 1 on June 24.
- Don Holt, Inspector II took a 6-week educational leave of absence.
- Tpr. Tom Roberts resigned May 11 to become Chief of Police, Osseo.
- Charles Janssen has been reinstated as Insp. I and assigned to District No. 3 effective May 26.
- Tpr. Arlin Kittel, Dist. 4, is serving as Commandant for 240-hour basic police course at Academy.
- Jerry Decker, Trooper II has laterally transferred to ChemTest Coord. position.
- Insp. I Clarke Fuller, Dist. 3 is on medical leave of absence to October 12, 1974.
- Harold "Dud" Rugg, Academy custodian, has retired from state service.

