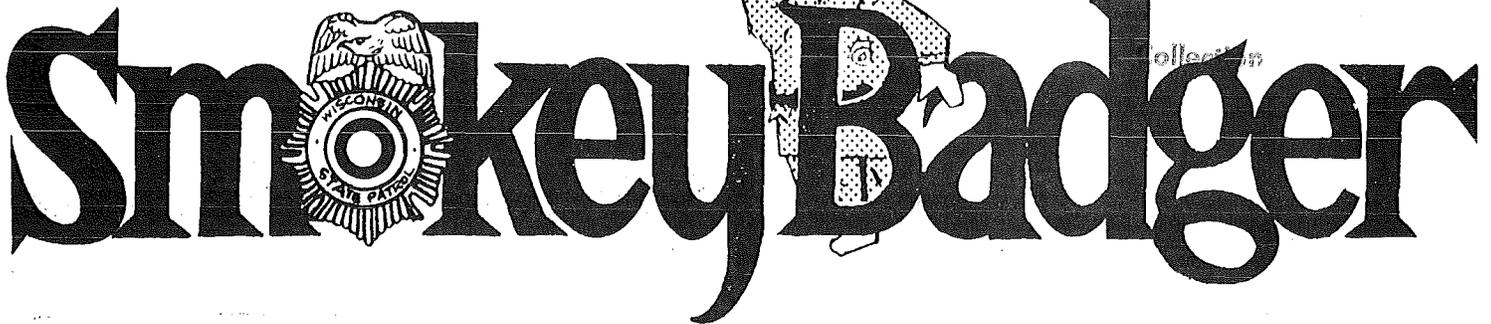


WISCONSIN STATE PATROL

JUL 1 2 1976



# Smoky Badger



This group of safe driver award-ees is large because it represents the combining of April and May lists. As far as we are concerned, the larger the group, the better, because it proves that our people care enough to drive their very best -- all the time!

- |   |  |
|---|--|
| 20 Yr. - Tpr. Carl J. Gasper<br>Chem. Tech. Frantz Heise<br>Tpr. Donald Larson<br>Chem. Tech. Roland Young  | 7 yr. - Tpr. Richard Abrahamson<br>Tpr. William Aschenbrener<br>Insp. Robert E. Barnett, Jr.<br>Tpr. Duane E. Frey<br>Tpr. Joseph J. Hammill<br>Tpr. Daryl W. Kinnear<br>Tpr. Richard J. Lunde<br>Tpr. Glenn W. Steffen<br>Tpr. Maynard H. Teigen<br>Tpr. Samuel R. White  |
| 19 Yr. - Sgt. Francis J. Honish<br>Tpr. Wilmer J. Peil<br>Tpr. Paul H. Reich<br>Sgt. Edmund M. Ross<br>Insp. Duane Schmieden<br>Tpr. Samuel C. Young                                      | 6 yr. - Tpr. Charles W. Bennett<br>Tpr. William C. Boma, Jr.<br>Tpr. Clinton R. Fruit<br>Tpr. Jerry J. Halbleib<br>Tpr. John G. Householder<br>Tpr. Ronald N. Irish<br>Tpr. Richard W. Lindbeck<br>Tpr. Harry C. McCallum, Jr.<br>Tpr. Brian H. Meek<br>Tpr. James L. Nelson<br>Tpr. David J. Neumaier<br>Tpr. Robert M. Olson<br>Insp. James L. Padlock<br>Tpr. Bernard J. Peterson<br>Tpr. Nicholas H. Pierce<br>Tpr. Michael J. VanKeuren<br>Tpr. Bill R. Vest<br>Tpr. Wayne R. Wilson<br>Tpr. Fred H. Zimpel |
| 18 yr. - Capt. Howard N. Goetsch<br>Capt. Jack W. Jorgensen<br>Tpr. Wallace Knutson<br>Chem. Tech. John Offermann<br>Capt. Alva E. Rehberg  | 5 yr. - Tpr. Lee G. Halverson<br>Tpr. David J. Hufschmid   |
| 16 yr. - Tpr. Timothy Heffernan, Jr.<br>Comm. Tech. Walter Hryniewicki<br>Insp. Kenneth E. Steen  | 4 yr. - Insp. Donald Getter  |
| 15 yr. - Tpr. Raymond C. King   | 2 yr. - Tpr. Charles L. Janssen<br>Tpr. Charles W. Sanders   |
| 14 yr. - Comm. Tech. Herbert Buschel  | 1 yr. - Tpr. Billy G. Hawkins<br>Tpr. James E. Hanson  |
| 13 yr. - Lt. Phillip A. Clark<br>Tpr. James J. Langley  |  |
| 12 yr. - Tpr. Edwin A. Tomlin   |  |
| 11 yr. - Tpr. Eugene L. Kent<br>Insp. William Muschinski<br>Insp. Duane J. Wilson   |  |
| 10 yr. - Tpr. Bernard C. McKinnon   |  |
| 9 yr. - Sgt. Richard C. Fankhauser<br>Tpr. Carl R. Fleischman<br>Tpr. James R. Friedel<br>Tpr. Thomas H. Jawort<br>Tpr. Jerry P. Long<br>Tpr. John D. Luther<br>Tpr. Arthur J. Shackleton |  |
| 8 yr. - Insp. Joseph Gefroh<br>Sgt. Ronald A. Kuhn  |  |

NSC STANDINGS

The National Safety Council's four-month standings show the Wisconsin State Patrol in sixth place, with 7.00 accidents per 100,000 miles. The average of the seven participating fleets is 5.05.

June has shown a significant decline in Bureau fleet accidents. Let's strive to keep this figure as low as possible.

THE END  
AND THE BEGINNING

July 1, 1976 will mark the end of the Bureau's participation in the National Safety Council's Fleet Safety Program. However, it also will begin the implementation of the Bureau's self-administered safety program. After a one-year trial, the new program will be evaluated to determine its effectiveness. A Bureau memorandum and new P & P manual will be distributed shortly, outlining the details of the entire program.

1 9 7 6    B U R E A U    F L E E T    A C C I D E N T S

	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>TOTALS</u>
Headquarters	1	0	0	1	0	2
Academy	0	0	0	0	0	0
District 1	5	1	1	2	0	9
District 2	1	1	5	2	3	12
District 3	3	2	2	0	1	8
District 4	3	2	0	1	0	6
District 5	0	2	1	2	0	5
District 6	2	0	0	1	1	4
District 8	0	0	0	1	1	2
<b>TOTALS</b>	<u>15</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>6</u>	<u>48</u>
Inspector	2	0	0	1	1	4
Trooper	12	8	9	7	4	40
Sergeant	0	0	0	1	1	2
Lieutenant	0	0	0	0	0	0
Captain	0	0	0	0	0	0
Radio Tech.	1	0	0	1	0	2
Chem. Tech.	0	0	0	0	0	0
Other	0	0	0	0	0	0



WHO'S NEW IN THE BUREAU

Tara Yttri, a recent graduate of Spring Green High School, is helping out in Communications Section until August 16, when Pam Hoessel returns from maternity leave. Tara plans to attend Madison Area Technical College this fall. Meanwhile, one of her hobbies has taken her into competition at the State High School Rodeo at Baraboo.

A native of Darlington, Wisconsin, Marlène Kundert, has joined the group in Records Section at Headquarters. Marlène transferred from the UW-Madison where she was also a typist 3. Prior to that, she spent nearly four years with the Memorex Corporation in Santa Clara, California. In her leisure time, Ms. Kundert enjoys bowling and softball. Marlène will replace Barb Hardie at the MTST.

THE STEERING COLUMN

'Tis the season to have fun, and many of us will be attempting to do just that by taking extended vacation trips by car.



Col. Lew V. Versnik

Will our attempts be rewarded by a pleasant motoring experience, or will our vacation be ruined by fatigue, by breakdowns, or by an accident?

The answer to that question depends as much on what we do before we leave as on what we do during the trip.

Successful vacationers are those who have planned success by combining safe driver, safe vehicle, and appropriate route.

A safe vehicle is one that has been serviced regularly, with special pre-trip attention paid to tires, brakes, steering, and exhaust system. Not even minor repairs are left undone to distract the driver or develop into more serious trouble.

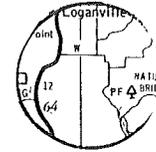
Planning the route of the trip is where many of us make a serious mistake -- attempting to cover too many miles in one day. At best, this mistake results in the misery of fatigue, with its accompanying aches, pains, and short tempers. That's if you're lucky -- driver fatigue could result in an accident.

Plan your route to allow rest stops or driver changes every 2 or 3 hours. Don't plan on one driver covering more than four or five hundred miles without an extended rest stop -- much less if the roads are narrow, winding, or rough.

Follow this pre-planning scheme and the third element, the safe driver, will be able to do all that's expected of him. No driver will be a safe driver if he's battling fatigue and a poorly maintained vehicle. A little planning time will make your vacation time safer and more enjoyable.

SO YOU KNOW WISCONSIN

All right, no "cheating" now, tell me in what county this location can be found as well as the pre-dominant highway? (Answer next issue)



Trooper Tim Stricker, District No. 2, correctly identified last issue's location as Highway 57 in Sheboygan County. So did "Rusty Old Trooper", Ed Moehrke, who sent us the following note:

"The main road shown as traveling vertical on the map is Hwy. 57--which MAY be replaced by I-43 if those farmers up there let it be built..."

BARB HARDIE LEAVES BUREAU

A search for a better tomorrow has taken Barbara Hardie, Typist 3, Records Section, from the Bureau. Barb has accepted a position as District Secretary for Driver Improvement District No. 1 in Madison.

Many of Barb's friends and co-workers will wish her good luck at a get-together at Frenchy's in Middleton on Friday evening, July 2, 1976.

**S M O K E Y   B A D G E R**

Published by the Wisconsin State Patrol

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

Captain Jerome J. Blied  
EDITOR

Mrs. Linda J. Schlueter  
COMPOSITOR



### FLEET ACCIDENTS THEN AND NOW

As the Smokey Badger goes to press, this is the picture for 1976 fleet accidents as compared to 1975. Solid black indicates a day with more than one fleet accident.

## 1975

S	M	T	W	T	F	S
<b>JANUARY</b>						
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## 1976

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### PARTY LINE



Inspector Jerry Karl, competing in the Wisconsin Athletic Club fitness contest at Racine on May 3, 1976 won the competition in the over 40 division for most leg presses.

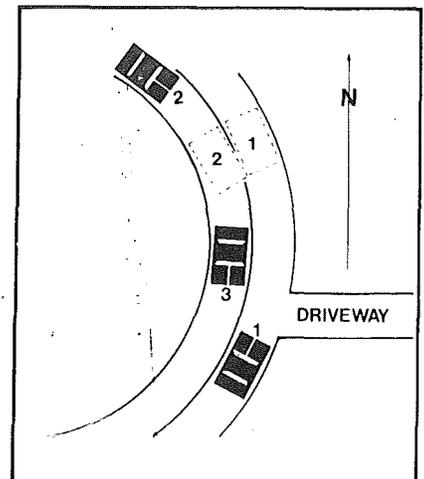
\*\*\*\*\*

Nate Burgy, ex-trooper from Monroe County, flew back from Ft. Meyers Beach, Fla. recently. Nate returned to Wisconsin to attend his father's funeral and stopped in the Bureau on June 9 to say hello.

### ACCIDENT OF THE MONTH

#### The Accident

Driver of Vehicle No. 1 was approaching a curve at 15 mph. A vehicle (No. 3) was stopped waiting to make a left turn. As Vehicle No. 1 entered the curve, an oncoming car (Vehicle No. 2) tried to stop to avoid striking the stopped vehicle attempting to make a left turn. Vehicle No. 2 slid across the center line into the three rear wheels of Vehicle No. 1.



(Decision on Page 5)

## Storkfeathers



Dennis and Pam Hoessel were pleasantly surprised by the early arrival of their son, Hayes, on May 6, 1976. Hayes started out lightweight, at 4 lb. 5½ oz., but experienced no serious difficulties. Pam is the AS-1 for Communications.

\*\*\*\*\*

Trooper Richard Cox is proud to announce that he became the grandfather of a 7 lb. 7 oz. baby boy, Daniel David Ulmen, on May 12, 1976.



In Tulsa, Oklahoma, an anonymous "Jaybird" is assigned to violate pedestrian safety rules in downtown traffic. Citizens try to identify the mystery man as he does obviously dangerous things. When they see a violation they ask, "Are you the Jaybird?" If he is, they win a prize donated by local merchants. This unique educational gimmick, according to the Tulsa police, has made the city more conscious of traffic safety and is an important factor in reducing conflicts.

## In Memoriam

Freddie C. Zimpel, father of Trooper Fred H. Zimpel, passed away on May 1, 1976 in Madison.

\* \* \* \* \*

Louis Enos, father of Trooper Thomas L. Enos, passed away on June 10, 1976.

\* \* \* \* \*

James Umhoefer, father of PCO John Umhoefer passed away. Services were held on June 26, 1976 in Janesville.

### IN (And Out Of) SICK BAY

Investigator Orv Ritter, PCIU, has returned to work after several weeks recuperation from abdominal surgery.

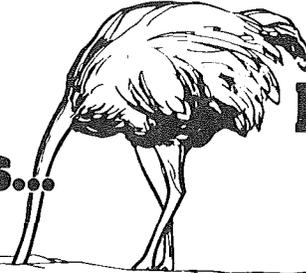
#### Decision

The Accident Review Committee judged the accident NON-PREVENTABLE. Driver of Vehicle

No. 1 was in his lane and it appeared that the driver of Vehicle No. 2 was inattentive and panicked when she first noticed the stopped vehicle waiting to make a left turn.



**don't ignore hazards...**



**HEADS UP FOR SAFETY**

### "TRAPS" EVERY DRIVER SHOULD KNOW

This is third in a series of articles outlining booby-trap situations that all drivers should know about -- and try to avoid.



#### THE RAINY-NIGHT EXPRESSWAY NIGHTMARE

Drivers feeling their way into strange cities on dark, rainswept superhighways, should use extra caution and move at moderate speed. Local drivers may know all the tricky twists and turns, and the location of all ramps. But the visitor, trying to move in blinding spray, may catch only vague glimpses of turns and bridges. He may not even see the deadly concrete "gore" abutments that are often built at exit ramps.

Driving such expressways in rain and dark, and at high speed, can be a real nightmare.

All sorts of traps lurk ahead for visitors unfamiliar with the road. Consider the driver who thought he was staying in the right lane -- until he suddenly saw a blur ahead and found he was turning down the exit ramp. In panic he tried to get back on the expressway and hit the blur -- a concrete barrier.

As a stranger in town you may find yourself in one of those bewildering expressway situations where problems simply come too thick and fast. Cars have to crisscross left and right to get between entrances and exits located too close together.

Safety in such traffic on rainy nights simply doesn't exist. About all you can do is to stay in the right lane, proceed at moderate speed, and hope for the best.

The better course is to avoid such troublesome conditions entirely. In rainy weather plan your trips so you never get caught at dark in rush-hour city expressway traffic. If you can't get there before dark, stop for an early supper -- and plan to hit the city expressways *after* the rush hour.

WISCONSIN AUTOMOTIVE WHOLESALERS ASSOCIATION

TRUCKERS' CB TERMS

18-wheeler . . . . .	Big rig with 18 wheels
Four-wheeler . . . . .	Car, van or pickup
Bear's den . . . . .	Police station
Running barefoot . . . . .	Illegal CB operation
Brown bottles . . . . .	Beer
Flip-flop . . . . .	Return trip
Front door . . . . .	Lead truck
Back door . . . . .	Trailing truck
Rockin' chair . . . . .	Position between front, back doors
Hammer . . . . .	Accelerator
Hammer down . . . . .	Full speed
Drop the hammer . . . . .	Accelerate
Chicken coop . . . . .	Weigh station
Portable chicken coop . . . . .	Portable scale
Foot warmer . . . . .	Over-legally-powered CB
Smokey . . . . .	State policeman
County mountie . . . . .	County policeman
Local yokel, or local Smokey . . . . .	Local city policeman
Picture taker . . . . .	Smokey with radar
X-ray machine . . . . .	Radar
Plain wrapper . . . . .	Unmarked police car
Tijuana taxi . . . . .	Marked police car
Green stamps . . . . .	Money
All clean . . . . .	No Smokies in sight
Grass . . . . .	Median strip
Ears . . . . .	CB radio
Handle . . . . .	Code name
Uncle Charlie . . . . .	FCC listening team
Seat covers . . . . .	Interesting subject in a four wheeler
\$50 lane . . . . .	Left lane on four-lane highway
Monfort lane . . . . .	Left lane of divided highway
Negatory . . . . .	Negative
Shake the trees and rake the leaves . . . . .	Lead truck watch ahead, rear truck watch behind
Mercy . . . . .	Shucks! Wow! and other expletives
Threes and other good numbers . . . . .	Signing off, have a safe trip
10-4 . . . . .	Message received
Big 10-4 . . . . .	Did you say a mouthful!
Flip . . . . .	U-turn, or return trip
Hole in the wall . . . . .	Tunnel
10-20 or twenty . . . . .	Location
On the side . . . . .	Receiving and not transmitting
Bear in the air . . . . .	Speed trap using aircraft
Spy in the sky and hounds on the ground . . . . .	Aircraft and pursuit cars
Keep the shiny side up and the dirty side down . . . . .	Don't wreck
Loaded with sailboat fuel . . . . .	Running empty
Loaded with Volkswagen radiators . . . . .	Running empty
Portable parking lot . . . . .	Auto carrier
Bushel . . . . .	1,000 pounds
Salt shaker . . . . .	Winter salt-spreading truck
Possum Belly . . . . .	Drop Center Semi-Trailer
Ragtop . . . . .	Canvas Covered Trailer
Possum Belly Bull Hauler . . . . .	Livestock Van
Bobtail . . . . .	Tractor less trailer
Beaver . . . . .	Female companion
Haulin Post Holes . . . . .	Empty Trailer
Bedbug Hauler . . . . .	Furniture Van