

CRIMINAL JUSTICE  
RECEIVED

MAR 29 1976

Collection

WISCONSIN STATE PATROL

# Smokey Badger



Safety comes from man's understanding of his environment and of himself. It is won by individual effort and achieved by alert people who respect themselves and have regard for the welfare of others. Congratulations to those listed below who have earned their safe driver awards

- |  |  |
|--|--|
| <p>20 yr. - Insp. John Donley<br/>Chem. Tech. Roland Gilbertson<br/>Lt. Jerome D. Klug<br/>Sgt. Keith L. Wilder</p> <p>19 yr. - Insp. George D. Eder<br/>Chem. Tech. Marvin Hughes<br/>Insp. Leon W. Luick<br/>Tpr. William R. Monthey<br/>Sgt. George R. Ryan</p> <p>18 yr. - Insp. Orrie Brettingen<br/>Insp. John E. Lampman<br/>Insp. Robert E. Leece<br/>Insp. Richard E. Preller<br/>Insp. John Steffek<br/>Tpr. Rolland Wottrich<br/>Sgt. Francis Vickerman</p> <p>17 yr. - Insp. Ronald L. Prissel</p> <p>16 yr. - Lt. Donald J. Artz<br/>Insp. Jerome J. Karl<br/>Tpr. Harold F. Rineck<br/>Insp. Carroll E. Schilf<br/>Comm. Tech. Donald Dudley</p> <p>14 yr. - Sgt. William H. Lampa</p> <p>12 yr. - Insp. Rene Blizek<br/>Insp. Donald T. Leece<br/>Insp. John J. Smith</p> | <p>12 yr. - Insp. George R. Whalen</p> <p>10 yr. - Insp. Douglas W. Fleming<br/>Insp. Ron H. Wonders</p> <p>9 yr. - Tpr. Lawrence Luther, Jr.<br/>Insp. Darol G. Peterson</p> <p>8 yr. - Tpr. Bernard F. Gunski<br/>Insp. Ronald L. Lauritzen<br/>Insp. Nils W. Swanson</p> <p>7 yr. - Tpr. Wayne C. Achterberg<br/>Insp. Patrick Bouche<br/>Insp. John L. Carpenter<br/>Insp. Paul A. Joles<br/>Tpr. John C. Mundy, Jr.<br/>Insp. Ralph Zlindra</p> <p>6 yr. - Tpr. Roger A. Schneider<br/>Tpr. Alan J. Lohman</p> <p>5 yr. - Tpr. Gerald Bloedow<br/>Tpr. Wayne R. Misener</p> <p>4 yr. - Tpr. Gary R. Duffenbach</p> <p>3 yr. - Tpr. Craig A. Moore<br/>Tpr. Gary A. Plath<br/>Tpr. Gary D. Schumann<br/>Tpr. Donald J. Stark<br/>Tpr. Donald K. Vinger</p> |
|--|--|

FLEET ACCIDENT REVIEW

A quick review of reportable fleet accidents for 1975 reveals a total of 80. This represents an increase from the previous year when we experienced 75 reportable accidents.

In total accidents experienced, District 8 was low with only three reportables; followed by District 6, with seven; Dist. 3 with eight; Dist. 5 with nine, Dist. 4 with ten; Dist. 1 with 18 and Dist. 2 with 25.

CLUMSY OX CLUB

The newest candidate for the Clumsy Ox Club is Capt. Donald Kennelly. Capt. Kennelly was carrying a load of firewood into his home on Friday, March 5, when he fell, cracking three ribs.

Capt. Kennelly is back to work, after recuperating at home for two weeks.

FLEET ACCIDENTS THEN AND NOW

The first two months of 1976 were quite poor if you're counting fleet accidents. A total of 23 compares to only 12 at the end of February, 1975. It seems many of our drivers have forgotten the do's and don'ts of driving on ice and snow.

**1975**

**1976**

1975							1976																				
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
<b>JANUARY</b>							<b>JULY</b>							<b>JANUARY</b>							<b>JULY</b>						
5	6	7	8	9	10	11	6	7	8	9	10	11	12	4	5	6	7	8	9	10	4	5	6	7	8	9	10
12	13	14	15	16	17	18	13	14	15	16	17	18	19	11	12	13	14	15	16	17	11	12	13	14	15	16	17
19	20	21	22	23	24	25	20	21	22	23	24	25	26	18	19	20	21	22	23	24	18	19	20	21	22	23	24
26	27	28	29	30	31		27	28	29	30	31			25	26	27	28	29	30	31	25	26	27	28	29	30	31
<b>FEBRUARY</b>							<b>AUGUST</b>							<b>FEBRUARY</b>							<b>AUGUST</b>						
3	4	5	6	7	8	9	10	11	12	13	14	15	16	1	2	3	4	5	6	7	1	2	3	4	5	6	7
9	10	11	12	13	14	15	17	18	19	20	21	22	23	8	9	10	11	12	13	14	8	9	10	11	12	13	14
16	17	18	19	20	21	22	24	25	26	27	28	29	30	15	16	17	18	19	20	21	15	16	17	18	19	20	21
23	24	25	26	27	28		31							22	23	24	25	26	27	28	22	23	24	25	26	27	28
<b>MARCH</b>							<b>SEPTEMBER</b>							<b>MARCH</b>							<b>SEPTEMBER</b>						
2	3	4	5	6	7	8	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6			
9	10	11	12	13	14	15	7	8	9	10	11	12	13	7	8	9	10	11	12	13	7	8	9	10	11	12	13
16	17	18	19	20	21	22	14	15	16	17	18	19	20	14	15	16	17	18	19	20	14	15	16	17	18	19	20
23	24	25	26	27	28	29	21	22	23	24	25	26	27	21	22	23	24	25	26	27	21	22	23	24	25	26	27
30	31						28	29	30					28	29	30	31				28	29	30	31			
<b>APRIL</b>							<b>OCTOBER</b>							<b>APRIL</b>							<b>OCTOBER</b>						
6	7	8	9	10	11	12	5	6	7	8	9	10	11	4	5	6	7	8	9	10	4	5	6	7	8	9	10
13	14	15	16	17	18	19	12	13	14	15	16	17	18	11	12	13	14	15	16	17	11	12	13	14	15	16	17
20	21	22	23	24	25	26	19	20	21	22	23	24	25	18	19	20	21	22	23	24	18	19	20	21	22	23	24
27	28	29	30				26	27	28	29	30	31		25	26	27	28	29	30		25	26	27	28	29	30	
<b>MAY</b>							<b>NOVEMBER</b>							<b>MAY</b>							<b>NOVEMBER</b>						
4	5	6	7	8	9	10	1	2	3	4	5	6	2	3	4	5	6	7	8	1	2	3	4	5	6		
11	12	13	14	15	16	17	10	11	12	13	14	15	9	10	11	12	13	14	15	7	8	9	10	11	12	13	
18	19	20	21	22	23	24	16	17	18	19	20	21	22	16	17	18	19	20	21	22	14	15	16	17	18	19	20
25	26	27	28	29	30	31	23	24	25	26	27	28	29	23	24	25	26	27	28	29	21	22	23	24	25	26	27
<b>JUNE</b>							<b>DECEMBER</b>							<b>JUNE</b>							<b>DECEMBER</b>						
1	2	3	4	5	6	7	1	2	3	4	5	6	6	7	8	9	10	11	12	5	6	7	8	9	10	11	
8	9	10	11	12	13	14	7	8	9	10	11	12	13	13	14	15	16	17	18	19	12	13	14	15	16	17	18
15	16	17	18	19	20	21	14	15	16	17	18	19	20	20	21	22	23	24	25	26	19	20	21	22	23	24	25
22	23	24	25	26	27	28	21	22	23	24	25	26	27	27	28	29	30				26	27	28	29	30	31	



FOR THE  
ROCKING CHAIR  
SET

\* Effective February 1, 1976, Inspectors Linda K. Fillnow, Herbert W. Hayes, Mary L. Hix, Roy Hopgood, Jr. and Vickie M. Main have been promoted to Troopers I.

\* Douglas R. Jensen, Tpr. II, has resigned his position effective January 31, 1976.

\* Tpr. II, Odell Brown has been selected for and assigned the position of Inspector II, Dist. 2, effective Feb. 1.

\* Insp. I, David M. Pfeuffer has been promoted to Inspector II, effective February 1, 1976.

\* Tpr. Craig A. Moore, Dist. 3 has resigned his position effective January 23, 1976.

\* Robert Goddake, Clerk 3, SH Comm. Center has resigned his position effective Jan. 18.

\* Insp. Clifford Sutter, Dist. 4, has resigned his position effective February 12, 1976.

\* The employment of Trooper Richard P. Wyss, Dist. No. 5, was terminated, effective February 12, 1976.

ZUKAS HONORED

Trooper Robert Zukas, District No. 5, is the recent recipient of an Outstanding Service Award presented in behalf of the Independent Insurance Agents of Wisconsin

Since 1974, Trooper Zukas has spent many hours of personal time and effort with the Explorer Scout Program. Through his efforts, an Explorer Post was established in District No. 5.



THE STEERING COLUMN



Col. L.V. Versnik

You may rather think about the approach of spring than the fact that winter is not over yet, but now is no time to be complacent about winter driving hazards.

Recent statistics indicate that skidding is a factor in 25% of all traffic accidents.

That means that skidding is probably responsible for roughly 10,000 deaths and 300,000 injuries annually.

Now that winter has been with us for a while and spring is just around the corner, you may think that the worst is over. Actually, warming temperatures make matters much worse. Wet, melting ice is twice as slippery as ice at zero degrees Fahrenheit. Maybe this would be a good time to review the techniques needed to avoid and control skids.

Most skids are brought on by excessive speed which necessitates sudden, skid-causing panic braking. It follows then, that the best strategy for avoiding skids is to avoid driving too fast for conditions. This, along with some judicious planning, will eliminate the need for any sudden maneuvers.

If you run into an unexpected patch of ice on the road -- don't panic. Ease up on the gas, be prepared to make quick steering adjustments, and try to roll through it.

In spite of your best efforts to avoid skids, you may not be able to completely eliminate them. When you do find yourself skidding, try to remember these principles:

Don't use the brakes until steering control is reestablished.

Don't use power -- ease up on the gas.

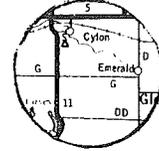
Countersteer -- steer in the direction the rear of the car is skidding. Avoid overcorrecting.

When you feel the tires regaining their grip on the road, straighten the wheels.

If you get into a skid, these techniques will help you get out of it. But remember this -- the best thing to do about skids is avoid them!

SO YOU KNOW WISCONSIN?

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



Tpr. Rolland Wottrich sent this note concerning last issue's mystery location: "Pretty sneaky -- you took in parts of two counties on this one. Klondike is in Oconto County but your map also includes part of Marinette County. The predominant highway is 64. The little "P" in your map is for Pound and I'll be really surprised if Paul Kueber misses this one." (How come we didn't hear from you, Paul??)

John La Blonde, Bureau of Systems and Data Processing also correctly identified the location and noted that the portion of Hwy. 64 between Marinette and Antigo is quite a scenic area.

*In Memoriam*

OUR SYMPATHY TO:

Inspector Fred Block, whose mother passed away on February 23, 1976 at Cameron, Wisconsin.

Inspector Virgil Schmidt, whose mother-in-law passed away on February 6, 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



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

	<u>JAN</u>	<u>FEB</u>	<u>TOTALS</u>
Headquarters	1	0	1
Academy	0	0	0
Dist. 1	5	1	6
Dist. 2	1	1	2
Dist. 3	3	2	5
Dist. 4	3	2	5
Dist. 5	0	2	2
Dist. 6	2	0	2
Dist. 8	0	0	0
TOTALS	<u>15</u>	<u>8</u>	<u>23</u>
Inspector	2	0	2
Trooper	12	8	20
Sergeant	0	0	0
Lieutenant	0	0	0
Captain	0	0	0
Comm. Tech.	1	0	1
Chem. Tech.	0	0	0
Other	0	0	0



"TRAPS" EVERY DRIVER SHOULD KNOW

For many years it was thought that all accidents were caused by "stupid, reckless or careless drivers." Now, however, authorities realize that this is not the case. Some bad drivers do cause accidents. But most drivers are not "stupid, reckless or careless." Those who get in trouble often do so because they simply drive into hazardous situations -- not realizing the dangers waiting to trap them. This is the first in a series of articles showing "booby-trap" situations that all drivers should know about -- and try to avoid.

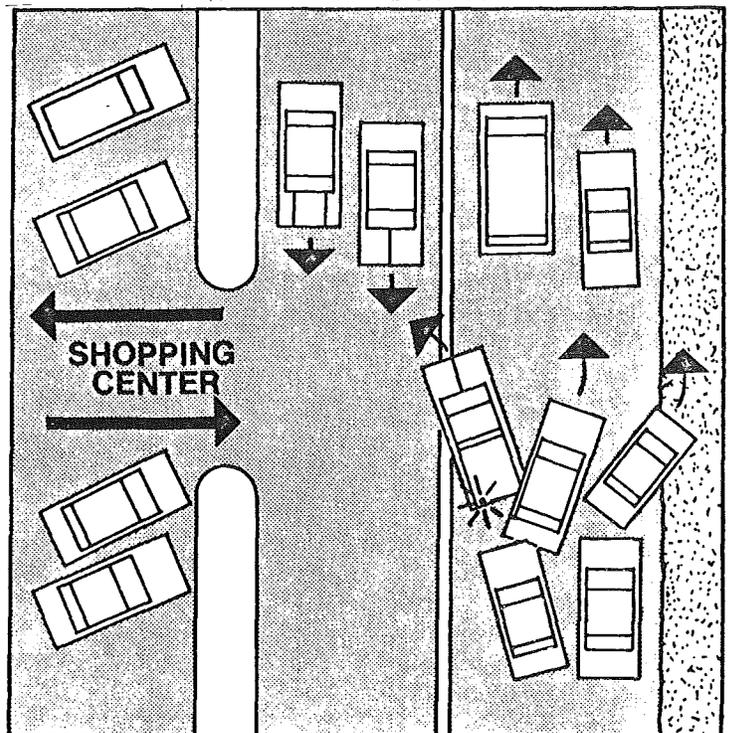
THE "LEFT TURN" TRAP

Few drivers think of a common left turn as perilous, but the fact is, it is one of the most dangerous things a driver does. I am speaking of left turns that *aren't* specially protected by lights or made from turn lanes.

Experts now realize that any left turn across an unguarded, fast intersection should be avoided if at all possible. So should left turns in mid-block from any ordinary street or highway where traffic moves 30 mph or faster. And worst of all, according to police, is the left turn into a shopping center entrance (see diagram of what can happen).

The trouble is this. When one driver slows or stops to turn left, drivers behind him often make one of two errors: either (1) they fail to notice that he's changing speed (an easy mistake when you're the third or fourth car back in line), or (2) they get caught by surprise when the turning driver suddenly gets blocked and can't continue a left turn he's already begun.

So it pays to keep a sharp lookout when your vehicle is approaching a shopping center where people might make left turns. And it's good practice today never to attempt a left turn from any highway when there is fast traffic behind you.



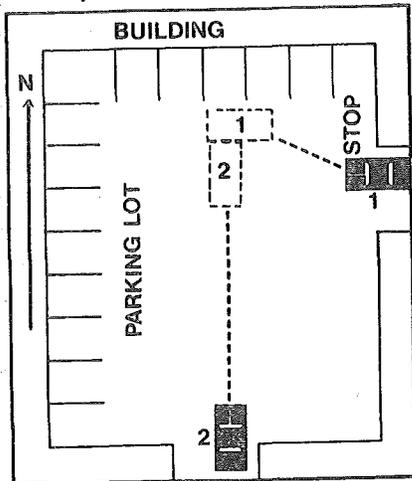
From: "The Book of Expert Driving"

# Accident of The Month

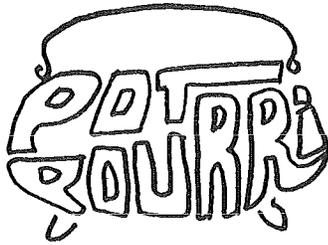
## The Accident

The driver of vehicle number 1 stated that he was driving east into a parking lot. As he stopped at a stop sign, he noticed a car that was stopped and it appeared like the two women in the car were looking for a parking space.

The driver of vehicle number 1 moved forward at less than five miles per hour. He moved about 15 feet when vehicle number 2 started forward. The driver turned his truck as far as it would go to the right. Because of the parked cars, he stopped and blew his horn three times. Vehicle number 2 struck vehicle number 1 in the left front bumper. Driver of vehicle 2 claimed she never saw the truck until impact.



(Decision at lower-right on this page.)



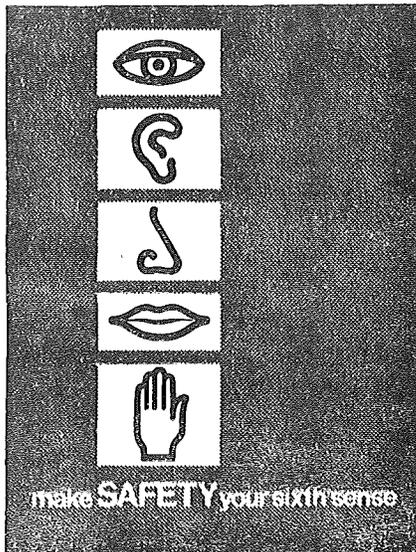
The New Jersey Turnpike Authority has installed nearly 800 traffic sensors at half-mile intervals along the highway to detect any interruption in the normal flow of traffic. The sensors alert a computer in a control room in East Brunswick which automatically activates a series of warning signs along the road. The \$5-million system was promised by the authority after a chain collision involving 65 cars killed nine persons and injured 40 on a foggy night in October, 1973.

\* \* \* \* \*

Radial tires are no substitute for snow tires for winter driving, tests by the National Safety Council at Stevens Point show. A spokesman for the Council's Committee on Winter Driving Hazards said, "Snow tires provide more traction over a reasonably wide range of snow covered road conditions than conventional radial tires that do not have a snow tread." Seven brands of radial tires were tested against bias-belted highway tires and bias-belted snow tires.

\* \* \* \* \*

The classic popular image of the bartender as someone a despondent person tells his troubles to is receiving some credence in Racine. The Mental Health Assn. of Racine Co. has started a program to teach bartenders the skills necessary to offer a helping hand to those in trouble. Ruth Weyland, executive director of the Assn. said that the neighborhood tavern is "an ideal setting for developing one-to-one relationships in a non-threatening atmosphere." One of the tavern owners who has attended the course, said that as well-trained listeners, bartenders can learn to detect signs of alcoholism, drug abuse, and serious emotional and personal problems and direct the person to the proper agency. Many experts feel that emotional problems, especially when combined with alcohol, contribute to traffic accidents.



## BIRTHS

Trooper Gary Plath became the father of an 8-lb. son, Matthew, on Feb. 23, 1976.

Tpr. Richard Terlikowski and wife Karen became the proud parents of Julie Kay; born Jan. 29, 1976 at Wausau South Hospital. Julie weighed in at 7 lb. 13 oz.

CONGRATULATIONS!

## ACCIDENT OF THE MONTH

### Decision

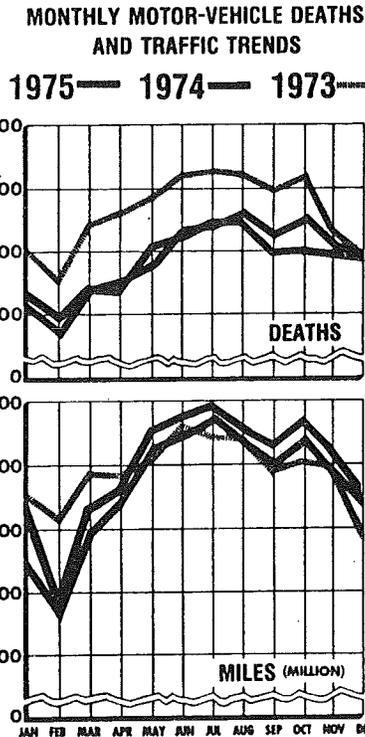
The Accident Review Committee judged the accident PREVENTABLE. The professional driver was aware of the other vehicle and should have been alert to the possibility that the other driver, preoccupied with finding a parking place, would present a problem.

**TRAFFIC DIE-GEST**

Traffic fatalities in 1975 continued to decline, dropping even below 1974's record plunge. The death rate per 100 million vehicle-miles was the lowest ever recorded, 3.5. Total deaths were also lower - 1% below the 1974 figure, and 18 % below the 1973 figure, which was recorded before the energy crisis struck and speed limits were reduced.

Oregon .....	—15%
Idaho .....	—14%
South Dakota .....	—13%
Florida .....	—11%
Georgia .....	—11%
Tennessee .....	—9%
Minnesota .....	—9%
Massachusetts .....	—8%
Indiana .....	—8%
Arizona .....	—8%
New Hampshire .....	—8%
Michigan .....	—7%
Maryland .....	—7%
New York .....	—6%
South Carolina .....	—6%
Ohio .....	—5%
Mississippi .....	—5%
Pennsylvania .....	—4%
North Carolina .....	—4%
Colorado .....	—4%
New Jersey .....	—3%
Nebraska .....	—3%
Virginia .....	—2%
Connecticut .....	—1%
Iowa .....	—1%
Alabama .....	—*%
Montana .....	—*%

\*Less than .5%



**WHAT IS A COP**

Cops are human (believe it or not) just like the rest of us. They come in both sexes but mostly male. They also come in various sizes. This sometimes depends on whether you are looking for one or trying to hide something. However, they are mostly big.

Cops are found everywhere - on land, on the sea, in the air, on horses, in cars, and sometimes in your hair. In spite of the fact that you can't find one when you want one - they are usually there when it counts most. The best way to get one is pick up the phone.

Cops deliver lectures, babies, and bad news. They are required to have the wisdom of Solomon, the disposition of a lamb and muscles of steel and are often accused of having a heart to match. He is the one who rings the door bell, swallows hard and

announces the passing of a loved one: then spends the rest of the day wondering why he ever took such a "crummy" job.

On TV a cop is an oaf who couldn't find a bull-fiddle in a telephone booth. In real life he's expected to find a little blond boy (about so high) in a crowd of half a million people. In fiction he gets help from private eyes, reporters and who-dun-it fans. In real life, mostly all he gets from the public is "I didn't see nuttin".

When he serves a summons he's a monster. If he lets you go, he's a doll. To little kids he's either a friend or a bogeyman, depending on how the parents feel about it. He works "around the clock" split shifts, Sundays and holidays and it always kills him when a joker says, "Hey, tomorrow is Election day, I'm off, lets go fishing". (That's the day he works 20 hours.)

A cop is like the little girl, who when she was good, was very, very good, when she was bad she was horrid. When a cop is good "he's getting paid for it", when he makes a mistake, "he's a grafter and that goes for the rest of them too". When he shoots a stick-up man he's a hero, except when the stick-up man is "only a kid, anybody coulda seen that".

Lots of them have homes, some of them covered with ivy, but most of them covered with mortgages. If he drives a big car, he's a chisler; a little car, "who's he kidding?" Cops raise lots of kids: most of them belong to other people.

A cop sees more misery, bloodshed, trouble and sunrises than the average person. Like the postman, cops must also be out in all kinds of weather. His uniform changes with the climate, but his outlook on life reamins about the same: mostly a blank, but hoping for a better world.

Cops like days off, vacations and coffee. They don't like auto horns, family fights and anonymous letter writers. They have unions, but they can't strike. They must be impartial, courteous and always remember the slogan "at your service". This is sometimes hard, especially when a character reminds him "I'm a taxpayer, I pay your salary".

Cops get medals for saving lives, stopping runaway horses and shooting it out with bandits (once in a while his widow gets the medal). But sometimes the most rewarding moment comes when after some small kindness to an older person, he feels the warm hand clasp, looks into the grateful eyes and hears "Thank you and God Bless you Son".

**From The OPP Review  
Ontario Provincial Police**