

WISCONSIN STATE PATROL

Smokey Badger



MAR 14 1974



For your information, we have the following safety items available in the Enforcement Bureau. In fact, we will even list them by name and give you the number of years that each has been classed as Bureau Safety Item.

- | | |
|---|---|
| 18 yr. - Insp. John Donley
Chem. Tech. Roland Gilbertson
Insp. Wilbur O. Thomas
Sgt. Keith L. Wilder | 10 yr. - Insp. John J. Smith
Insp. George R. Whalen |
| 17 yr. - Chem. Tech. Marvin O. Hughes
Tpr. William R. Monthey | 8 yr. - Insp. Douglas W. Fleming
Insp. Florian R. Kotecki
Insp. Ronald H. Wonders |
| 16 yr. - Insp. Orrie E. Brettingen
Insp. John E. Lampman
Insp. Robert E. Leece
Insp. Richard E. Preller
Insp. John F. Steffek
Tpr. Rolland A. Wottrich | 7 yr. - Insp. Darol G. Peterson
5 yr. - Insp. Patrick C. Bouche
Insp. Willard C. Dobbratz
Insp. Gregory W. Forward
Insp. Bernard F. Gunski
Insp. Paul A. Joles
Tpr. John C. Mundy
Insp. Ralph J. Zlindra |
| 15 yr. - Insp. Ronald L. Prissel | 4 yr. - Tpr. Gerald A. Yeazle |
| 14 yr. - Lieut. Donald J. Artz
Comm. Tech. Donald A. Dudley
Insp. Jerome J. Karl
Tpr. Harold F. Rineck
Insp. Carroll E. Schilf | 3 yr. - Insp. Douglas E. Augustine
Tpr. Gerald W. Bloedow
Insp. Donald G. Getter |
| 12 yr. - Sgt. William H. Lampa | 2 yr. - Tpr. Gary R. Duffenbach |
| 10 yr. - Insp. Rene F. Blizek
Insp. Donald T. Leece | 1 yr. - Tpr. Craig A. Moore
Tpr. Donald J. Stark
Tpr. Donald K. Vinger |

INTER-DISTRICT FLEET SAFETY CONTEST

At the February General Staff, the DIRECTOR'S TROPHY was presented to Captain Howard Goetsch and District No. 5 for clicking off the best driving record of all seven districts during the calendar contest year of 1973. Congratulations, to the personnel of the district for making it on the first time around. And now for the bad news....THE BATTERED HUBCAP was cheerfully given up by Captain Charles Okonek and ruefully accepted by District No. 2's Captain Donald Kennelly.

The Bureau's accident experience for January 1974 is reflected in the standings given here:

	<u>Accidents</u>	<u>Mileage</u>	<u>Rate</u>	<u>Place</u>
Dist. No. 2	0	133,609	.000	1
Dist. No. 5	0	117,781	.000	2
Dist. No. 6	0	112,134	.000	3
Dist. No. 3	0	107,355	.000	4
Dist. No. 4	0	101,970	.000	5
Dist. No. 8	0	48,870	.000	6
Dist. No. 1	2	228,446	.875	7

1974 FLEET ACCIDENTS

JAN

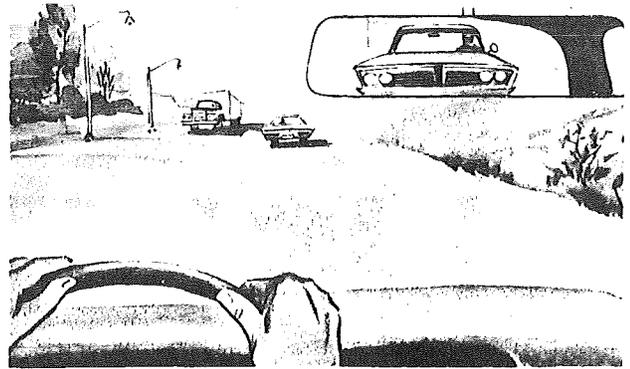
Hdqrs.	0
Academy	0
Dist. 1	3
Dist. 2	1
Dist. 3	0
Dist. 4	1
Dist. 5	0
Dist. 6	1
Dist. 8	0
TOTALS	6
Insp.	2
Tpr.	3
Sgt.	1



DRIVER ACCIDENT PREVENTION

This is the seventh in the series of DAP, a copyrighted series of 12 accident preparedness situations which were obtained by the Bureau for your enlightenment. (Answers to No. 6 situation are on Page 4).

Driver Accident Prevention



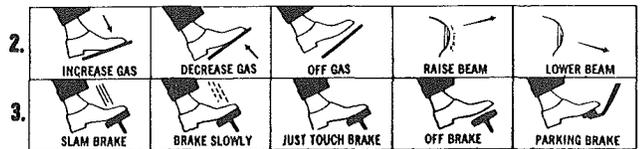
YOU SUDDENLY NOTICE A CAR TAILGATING!

think what would you do?

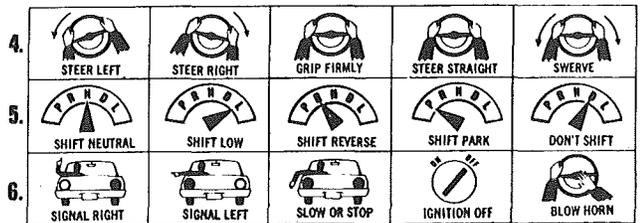
With your eyes? (Put an "X" through what YOU would do!)



With your feet?



With your hands?



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DAP SERIES No. 5-D 7

THE STEERING COLUMN



Col. Lew V. Versnik

In many parts of the country, right turns are being permitted for drivers who are facing the red light. Where this is permitted, the law usually reads, "permitted after stopping and then proceeding when it is safe to do so". Illinois is one of

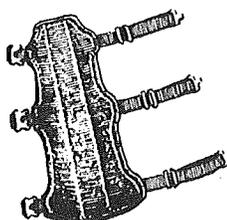
the latest states to have adopted this standard. Their law permits turning right after stopping at a red light, unless otherwise posted. There is a bill pending for consideration in the Wisconsin legislature to permit right turns after stopping at a red light. In any event, with Illinois

and Minnesota having this provision in their vehicle laws, our own drivers and pedestrians will have to be alert to the possibility of drivers from those states while in Wisconsin making right turns that would normally be permitted in their home states. It's going to take a lot of education for the driving and walking public to get used to the possible right turn on red. You will have to be alert for this practise on a daily basis, too.

WHATZ-IT?

This strap-on gizmo is used in an activity which is growing in popularity as both a spectator and a participation sport.

Whatz-it?



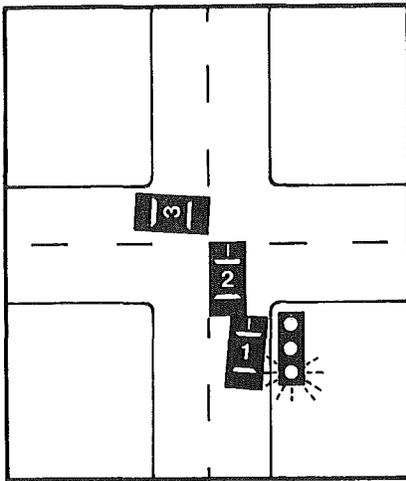
Last month you were asked to identify an emergency signalling mirror of the type you would find in a survival kit.



One case recently reviewed by the National Safety Council Accident Review Committee involved defective brakes, was relatively minor, did put the vehicle out of service for

16 hours, and totalled about \$150 in damages. The accident review follows.

Company vehicle No. 1 was traveling at 15 mph in a 30 mph speed zone, approaching an intersection with a green light. Vehicle No. 2, directly in front of vehicle No. 1, made an abrupt stop to avoid contact with the auto in front. In turn, vehicle No.1 quickly applied his brakes but the brakes failed and the driver had to veer to the right and hit the fast-stopping vehicle No. 2 on the right rear fender. Fortunately, both vehicles were not traveling at a high rate of speed and no pedestrians were present.



Review Board decision is on Page 5.

BEHIND THE WHEEL

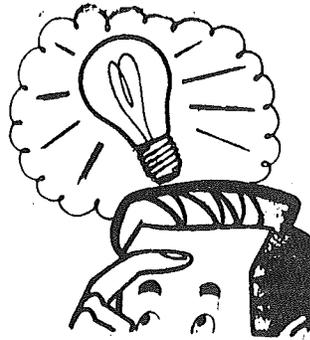


Major Charles Litkey

Much has been said and written about additives for fleet vehicles. Some are used in the oil, others in the gasoline, transmission and so on. Seems that wherever a little foreign matter could work its way in, someone had to develop an additive for it. The

best additive that I can think of is one which is advocated for use in all of our Bureau fleet vehicles: STP. No, not the oil and gas additive advocated by Andy and Dolly, but one that simply means Safety Takes Priority! This STP, when blended with all the aspects of our fleet vehicle operation, can make a great difference in the success of our Fleet Safety Program. It can surely take care of wiping out any foreign thinking concerning the objectives and goals we are seeking to accomplish regarding the carrying out of our daily missions.

BRAINBUSTER

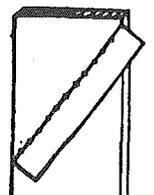


An explorer sets out to cross a desert 1,150 miles wide in a truck which travels 10 miles to the gallon of gasoline. With other equipment the truck can carry only 75 gallons (including what is in its tank). There are

no gasoline supplies in the desert but gasoline can be deposited in safety by the truck along the route. How does the truck cross the desert using the minimum amount of gasoline? The necessity of taking extra gasoline in case of losing the way, etc., is to be ignored.

(Answer next issue).

Last month's Brainbuster solution: To cut the 7-1/4" board into 12 equal widths, hold the foot ruler as indicated in the drawing. This will accomplish the deed.



SMOKEY BADGER
 Published by the Wisconsin State Patrol

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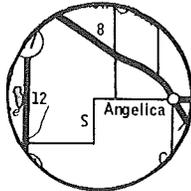



UNIFORM VEHICLE CODE COMPLIANCE

The National Committee on Uniform Traffic Laws and Ordinances sent out a flier showing the newest ranking of the states in the order in which they compare to the point standard in meeting the most recent edition of the Uniform Vehicle Code. Based on a perfect score of 1056, Wisconsin ranks 35th. Of the 16 states with the most obsolete and non-uniform traffic laws, six are close neighbors: Iowa-41, Missouri-44, Nebraska-45, Michigan-37, Kentucky-47 and Ohio-38. Tops on the list in Kansas with best compliance and Massachusetts rates No. 51 on the bottom of the list.

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).



Was Dick Schroeder correct in his assertion that last months' location was in Douglas County with Hwy. 35 in evidence? Yep!

TRAINING - EXPERIENCE DUO

Experience alone does not make the driver perfect. Thousands of hours at the wheel prove only that one's driving practises have become habitual. Suppose that this long experience has only reinforced bad driving habits?

The genuine behind-the-wheel pro driver attains such status only through training plus experience. Faulty driving practises were identified and eliminated during his training. Constant attention to good driving precepts, as one piles up the mileage on his record, tends to fortify good driving habits, until one gives the proper reaction to a situation almost instinctively.

Any driver who is having more than his share of near misses or mishaps should heed the warning--get some training.....

DAP SOLUTION

At night, a sharp curve suddenly appears! You may lose control!

T H I N K what would you do?

This is the answer sheet prepared by the experts. Do you agree? Think about these things as YOU drive. It could be the difference between control and collision. . .

HERE ARE THE CORRECT ANSWERS!



1. Keep your eyes STRAIGHT AHEAD. Look for the headlights of oncoming cars. Look out for possible hazards, such as a slow moving car in your lane.



2. Keep the gas at the SAME level as it was before the curve. Maintaining the same speed helps your car hold the curve.



3. By PUMPING the brake with your left foot and maintaining the same pressure on the gas with your right, you'll have a better chance of completing the curve without danger. Never slam on the brakes.



4. STEER STRAIGHT around the curve. You'll make the turn less sharp by swinging out towards the left lane. However, first BE SURE no other car is coming your way.



5. DON'T SHIFT! By shifting when you are in the curve, you increase your chances of losing control of the car.



6. GRIP WHEEL FIRMLY. The force of your car turning sharply will require your full strength to keep it on the road.

Braking on a curve is a sure sign of unskillful driving. It can result in squealing tires, a leaning car, lurching passengers, a skid, difficult steering or even worse trouble. Taking a curve so that your passengers are not even aware of it, indicates that you're a skillful driver.

SAFETY HINT: Cooling System

An automobile engine heats to tremendous temperatures. This can best be indicated by the fact that water of approximately 170° cools the engine! Be certain to have the radiator filled to the proper level.

If you are driving in a climate where the temperature may fall below freezing, be sure to have the proper amount of anti-freeze added to the cooling system.

If the temperature gauge indicates overheating, stop your car as soon as possible and give the engine a chance to cool off. Never drive with a boiling engine and never remove the cap from a boiling radiator.

One of the major causes of overheating in hot weather is slow "stop and go" driving. To cope with this situation, shift into Neutral, race your engine and the accelerated fan will cool the motor.

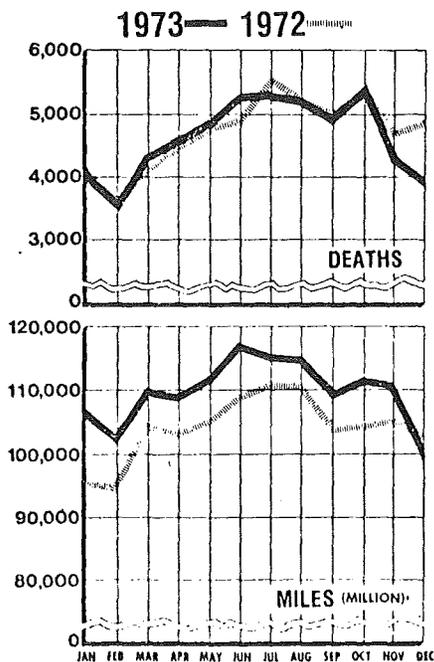


"TRAFFIC DIE-GEST"

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.

Among the 50 states reporting motor-vehicle death information for December, 38 had decreases in fatalities, one showed no change, and 11 had increases. For the entire year, 32 states showed decreases in fatalities, while 18 states and the District of Columbia had increases. For 1973, the 32 states with decreases in deaths were:

MONTHLY MOTOR VEHICLE DEATHS AND TRAFFIC TRENDS



- New Hampshire -18%
- Arkansas -17%
- Montana -16%
- Oregon -13%
- South Carolina -12%
- Nebraska -11%
- Washington -10%
- West Virginia -10%
- Colorado -8%
- Iowa -7%
- North Dakota -7%
- Oklahoma -6%
- Utah -6%
- Hawaii -6%
- North Carolina -5%
- Kansas -5%
- New York -4%
- Mississippi -4%
- Wyoming -4%
- Pennsylvania -3%
- Ohio -3%
- Virginia -3%
- Maine -3%
- California -2%
- Michigan -2%
- Missouri -2%
- Alabama -2%
- Idaho -2%
- South Dakota -2%
- Delaware -2%
- Wisconsin -1%
- Minnesota -1%

Motor-Vehicle Deaths and Changes, Total U. S.

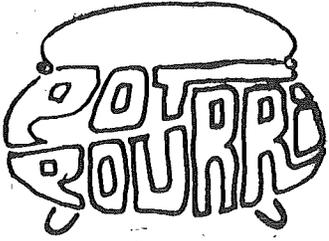
Months	DEATHS				PERCENTAGE CHANGES				
	1970	1971	1972	1973	Corresponding Month			4 Mos. Mov. Ave.†	
					1971-1973	1971-1972	1972-1973	1971-1972	1972-1973
January	3,750	4,000	4,140	4,020	+ 1%		- 3%		- *%
February ...	3,680	3,400	3,580	3,540	+ 4%		- 1%		- *%
March	4,150	3,700	4,150	4,320	+17%		+ 4%		- *%
April	4,100	4,410	4,440	4,620	+ 5%		+ 4%		+ 1%
May	4,730	4,690	4,760	4,860	+ 4%		+ 2%		+ 2%
June	4,720	4,480	4,900	5,240	+17%		+ 7%		+ 4%
July	4,910	5,470	5,500	5,340	- 2%		- 3%		+ 2%
August ...	5,160	5,100	5,220	5,170	+ 1%		- 1%		+ 1%
September ..	4,960	4,650	5,040	4,950	+ 6%		- 2%		+ *%
October ...	5,230	5,400	5,330	5,330	- 1%		0%		- 1%
November ..	4,550	4,500	4,680	4,270	- 5%		- 9%		- 3%
December ..	4,860	4,900	4,860	3,940	-20%		-19%		- 7%
TOTAL ..	54,800	54,700	56,600	55,600	+ 2%		- 2%		

All figures are National Safety Council estimates.

Accident of the Month Review Board Decision as follows:

The Accident Review Committee felt that the driver of vehicle No. 1 failed to check his brakes prior to starting. Therefore, the accident was judged PREVENTABLE.

The decision, and many others similar to it, is based to a large extent on Federal Motor Carrier Safety Regulations Section 392.7 and 393 which makes the driver responsible for checking hand brakes and service brakes before starting out on a trip to make sure they are in good working order.



- The Iowa Motor Truck Association along with the Teamsters Union is putting pressure on the Iowa State Legislature

to pass legislation permitting use of longer trucks and heavier loads. Specifically, they want double bottoms and more leeway on axle limitations for weight. The present length limit is 60 feet. Double bottoms go to 65 feet. Present axle limitations of 18,000 for singles and 32,000 for tandems are favored to go to about 20,000 and 34,000 pounds respectively. The need is based on the "productivity crisis" and the waste which can be blamed on requirements that longer and heavier trucks go around Iowa under the present restrictions.

- A bill to require all school buses in the state to be inspected twice a year was passed by the Indiana House of Representatives and sent to the State Senate. Wisconsin has already administratively put such a program into operation.

- Recently commended for his outstanding service to ill and injured persons he encountered during his regular tours of duty was Trooper Brian Feige of District No. 1. In his citation of Feige's work, Captain Jerome Lacke pointed out the pride the Patrol feels when outside sources repeatedly bring to our attention tangible evidence of the fine professional spirit of this young man.

- A young Ottawa Canada driver convicted of dangerous driving was recently ordered by a provincial court judge to speak to all driver education programs in the city over the next three years, about his driving and drinking experiences. The had had been drinking, went down a street on the wrong side of the road and put four other people in the hospital when his car struck an oncoming one. The youth was also fined \$500 and lost his driving license for three years. (They must not elect their judges up there in Canada--they're fearless).

- Hospitals in Australia are reporting a drop of 24% in bed occupancy since the introduction of mandatory seat belt wearing legislation. In Victoria, where the belt wearing law has been in two years, they experienced a 20.8% reduction in road deaths. The law is just one year old in the rest of Australia and there has already been a 17.2% reduction in auto deaths, with serious injuries reduced by about 50%. "Are you putting me on?"

- Ruth (Mrs. Don) Lyon is recovering from surgery after spending nearly a week at the Wausau North Hospital. She is doing fine at home with Don tending to the family needs and picking up dishpan hands along the way.

- Among the over 60 participants at a Workshop on Women in Policing held at N.U.T.I. and co-sponsored by the Traffic Institute, Northwestern University, and the Industrial Relations Center, University of Chicago, was Captain Alva Rehberg, the Patrol Training Officer. The Patrol is staying current and progressive by participating in programs such as this one which was designed to provide authoritative information on the legal and social trends affecting the hiring and promotion of police-women.

- Driving north in New Lisbon at 1:36 P.M. Trooper Jerry Bond was flagged down by a girl who pointed toward the Lemonweir River dam. There was a man in the water, struggling to get back on the ice. Tpr. Bond turned, headed toward the dam, ripping off reefer enroute. Stopped car, shed gun belt on the run, also watch, tie and wallet. Tore off shoes and went out on ice, pulled an exhausted man from the water. Without warning, the ice broke beneath Bond and he was in eight feet of icy water; however, he was able to get out. He wrapped the other in blankets, drove to the police station. Edward Pfeifer Dist. 5 Radio Dispatcher, had been ice fishing when his dog fell through thin ice. He went to rescue his dog and that's when his trouble began. According to old Code of The North, Ed Pfeifer now belongs to you, Trooper Bond!

"W E D D I N G B E L L S"

Dixie Dudley, Daughter of Mary and Donald Dudley was united in marriage to Michael Everson, Saturday, Feb. 9, 1974 at Sacred Heart Church, Fond du Lac.

The reception, dinner and dance was held at the Eagles Club in Fond du Lac and was attended by 200 guests.



BIRTHS

Born to Trooper Stephen Koch and his Wife, Audrey, a Son, on Feb. 4, 1974 at 8:09 A.M. at Bellin Hospital in Green Bay. His weight was 7 pounds. Shane Stephen Koch will join his sister and brother in the home of the "Koch's".

Trooper Jack Honadel and Wife Marlene are proud to announce the birth of their new baby girl. She came into this wonderful world on Jan. 7, 1974.

A baby girl born on December 13, 1973 at 11:28 A.M. made Trooper Lawrence B. Junion and Wife very proud parents. She checked in at 7 lbs. 7 ozs.

The first child born to Trooper and Mrs. Richard Abrahamson is a baby girl. Sarah Ann entered their life on Jan. 27, 1974 at 10:14 P.M., measuring 20 inches long and her weight was 7 lbs. 10-1/2 ozs.

CONGRATULATIONS TO THE PARENTS!

The State Patrol aircraft was clipped by another plane on February 21, at the Wausau Airport, when the other pilot taxied into the tied down Cessna. The other pilot then took off on his IFR flight. This took place at 4:55 P.M. and Trooper Dennis Schroeder was notified at about 7:00 P.M.

About \$750 damage was inflicted to the tail assembly of our aircraft. The other pilot has been located.

IN MEMORIAM

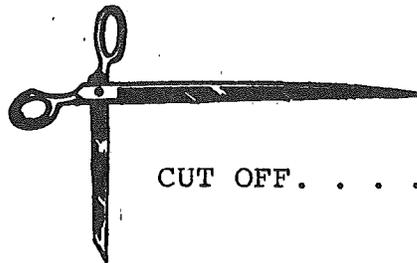
George Sheldon, Father of Trooper Art Sheldon, passed away. The Funeral was on February 7, 1974, at 10:00 A.M.

Arthur Hart of Crivitz, Father of Tpr. Francis Hart, Green Bay passed away and was laid to rest on Jan. 30, 1974.

Mrs. Hazel Frather of Wild Rose, Mother of Sergeant Fred Frater of Fort Atkinson, passed away and was laid to rest on January 28, 1974.

Arnold C. Steen, Father of Inspector Ken Steen of District No. 5, was laid to final rest at St. Paul's Lutheran Church, La Crosse, on February 4, 1974.

Trooper Larry Doxrude Wife's Grandmother passed away on January 6, 1974. Resided at Polonia, Wisconsin.



CUT OFF. . . .

As a matter of information, the D.O.T. Publication Review Committee has decreed that all newsletters in the Department must not exceed four sheets (eight pages) in length and shall contain only messages of local importance to the employees of the sponsoring unit concerning the conduct of their work, and, personal-interest items such as introductions of new employees, retirements or resignations, births, deaths, weddings, special awards, etc. Cartoons, personal anecdotes, inside jokes or house jokes plus technical data are all eliminated from approved material.

The SMOKEY BADGER joins the Lucky Strike green, for the duration of the current crisis.

