

WISCONSIN STATE PATROL



Smokey Badger

SAFE DRIVER AWARD



MAY 1 1974

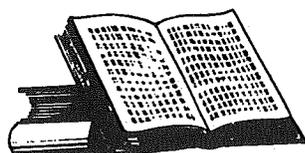
Congratulations to the following Bureau drivers who, while behind the wheel, always use their eyes, their ears, and their KNOWS.....and have earned the Safe Driver Award.

- | | |
|----------------------------------|--------------------------------------|
| 17 yr. - Insp. Richard L. Snider | 11 yr. - Tpr. Theodore F. Wolf |
| Insp. Charles H. Yaeger | 10 yr. - Insp. Robert J. Lindbom |
| 16 yr. - Tpr. Mike Caramanidis | Tpr. Arnold L. Sudbrink |
| Insp. Robert L. Luther | 8 yr. - Tpr. Delburn R. Walter |
| 15 yr. - Insp. LeRoy A. Dahl | 4 yr. - Insp. Leonard R. Badertscher |
| Insp. Leo G. Sendelbach | Insp. Kenneth J. Besiada |
| 12 yr. - Sgt. Richard L. Mauel | Insp. Stephen N. Fisher |
| 11 yr. - Insp. Douglas G. Cox | Insp. James B. Kuhn |
| Sgt. William C. Fredrick | Insp. Julius E. Lambert |
| Tpr. James C. Jeschke | Insp. Philip A. Manthey |
| Tpr. James J. Langley | Insp. John C. O'Mera |
| Sgt. William J. Nash | Insp. Daniel H. Schulkamp |
| Tpr. Gerald D. Seidel | Insp. Lester A. White |
| Tpr. Gerald C. Voss | 2 yr. - Tpr. James L. Pileggi |
| Tpr. Thomas J. Walsh | 1 yr. - Tpr. Leonard L. Heisz |

INTER-DISTRICT FLEET SAFETY CONTEST

There has been a break in the standings and at the close of three months, the contest lines are drawn as follows, with a new leader having emerged. The total for preventable accidents in the Bureau now stands at nine, and the standings are:

<u>District No.</u>	<u>Preventable Accidents</u>	<u>Mileage</u>	<u>Rate</u>	<u>Place</u>
4	0	340,050	.000	1
8	0	163,972	.000	2
5	1	394,693	.253	3
3	1	357,829	.279	4
6	1	323,352	.309	5
2	2	471,347	.424	6
1	4	780,453	.512	7



**A Little Know-how
Makes a Big Difference**

1974 FLEET ACCIDENTS

So far, the accident experience of this year has paralleled somewhat that of 1973--except that the total is lower. In the first three months of 1974 our accident total is 19, while last year at the end of March the total was 26. On March 31, 1972 the total for fleet accidents was ballooned all out of proportion, with 48 reportables for the first quarter of that year. Unbelievable, what care and restraint can do to better the record. Truly, safety begins between the ears.

	JAN	FEB	MAR	TOTALS
Hdqrs.	0	0	0	0
Academy	0	0	0	0
Dist. 1	3	0	3	6
Dist. 2	1	2	3	6
Dist. 3	0	2	0	2
Dist. 4	1	0	0	1
Dist. 5	0	1	1	2
Dist. 6	1	0	1	2
Dist. 8	0	0	0	0
TOTALS	6	5	8	19
Insp.	2	0	1	3
Tpr.	3	5	7	15
Sgt.	1	0	0	1
Lieut.	0	0	0	0
Capt.	0	0	0	0
Comm. Tech.	0	0	0	0
Chem. Tech.	0	0	0	0
Other	0	0	0	0



WHATZ-IT?

Last month's WHATZ-IT?, Bill Gelhaus said they were "bunji cords", Tom Cantwell said rubber strapping for luggage tie-downs, and Capt. Goetsch said an "octopus".....that's close enuf, becuz it's a luggage tiedown, all right.

THE STEERING COLUMN

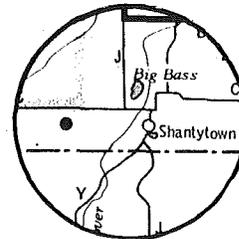


Col. Lew V. Versnik

What manner of man is the typical Trooper? As an organizer, he plans and programs his weekly work; as a man of action, he makes decisions on the spot which learned men later debate for hours; as a teacher, he is a communicator who imparts information in a clear and vivid manner; a psychologist of sorts, he guides human emotions and motivates others; a diplomat, he must be skilled at removing obstacles and winning favorable agreement in many areas of responsibility; he is a counselor who promotes and maintains good will; as a persuader he brings conviction out of opposing viewpoints; as a showman, he gains and holds the attention of uncooperative people; and, finally as a human being, he is both a hero and a bully, but one who keeps on doing what he's doing even when every next step seems to be a complete waste of time and effort. How he winds up without being a cynic is a mystery to many outsiders, but we know that his dedication is genuine and his motivation comes from a deep-rooted desire to serve his community, state and fellow citizen.

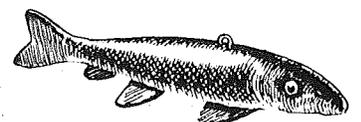
SO YOU KNOW WISCONSIN?

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



Comm. Superv. Harold Skyrud of Dist. No. 2 says he's a camper and that they have camped in the area of Mt. Morris-Saxeville in Waushara County, which was the subject of last month's mystery location.

This item looks like a casting plug--but it isn't.



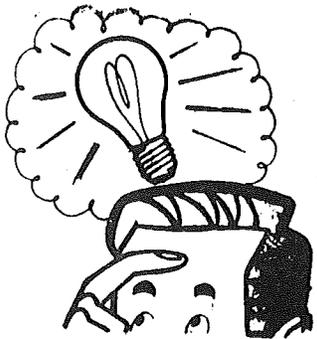
BEHIND THE WHEEL



Major Charles Litkey

The coming of Spring means longer and warmer days which also means that the bicycle riders soon will be out on the streets and roadways. With the energy crunch curtailing use of automobiles, it's almost a sure bet that there will be more cycles in use than ever before. Be watchful for careless or inadvertent cycle operation and take appropriate corrective measures in dealing with the errant riders. There are many things you can remind a cyclist he can do to protect himself and avoid accidents, in addition to following the rules faithfully. Some of those are: the wearing of bright-colored clothing, avoiding high-mount back packs by acquiring saddle-mount baskets to carry any loads, and practising smooth heads-up operating--without weaving--by trying to look and think well ahead to maintain a safe path of travel. Above all, you must look upon each contact as a golden opportunity not only to promote the concept of safety education and defensive driving, but also to personify your genuine concern for the welfare of each highway user.

BRAINBUSTER



The answer to April's "Brainbuster" according to the "book" was 9900 square feet; however, by using the computer minds of Tpr. Dave Heinle and Tpr. Paul Lauder we came up with 9,891 sq. ft.

and 9,896.04 sq. ft., respectively, as their conclusions. Are there any disputants?

Now, try this one: The Hymnal used in a certain church contains 680 hymns. There are three hymns at each service and the hymns are indicated on a hymn board which uses cards showing one of the digits 0 to 9. What is the minimum number of cards needed to show any combination of three hymn numbers? How many fewer cards are needed if the same card can be used for 9 as for 6 by turning it upside down?

DAP SOLUTION

You're Driving at Night on a Strange Road.....Suddenly Your Lights Go OutTHINK--what would you do?

DAP gives these answers to the question. Compare. What did you do in your own hypothetical situation? Remember, it could really happen.

HERE ARE THE CORRECT ANSWERS!



Keep your eyes STRAIGHT AHEAD. Your mind retains a picture of the road even a few seconds after the lights go out. As your eyes become accustomed to the dark, you will see more clearly.



(No. 9)

Take your foot OFF THE GAS at once.



BRAKE FIRMLY. You must slow down the car at once. However, do not slam the brake down--you could lose complete control by doing this.



PRESS THE BUTTON that lowers and raises the headlight beam. In certain instances, your lights might come on again.



STEER STRAIGHT. To turn the wheel sharply in any direction might cause you to go off the road. Steer straight ahead for a few seconds until you gain your "night vision".



BLOW HORN. This is to warn any parked vehicles, oncoming traffic or pedestrians of your predicament.

Additional control measures: If your dash lights have remained on, turn out as soon as possible. This will throw your car into complete darkness so that you can see more clearly outside. Never drive with interior lights on such as those in the glove compartment, the courtesy light, etc. They cause dangerous reflections on the windows and make it more difficult to see.

SAFETY HINT: Electrical System

The battery is the heart of the electrical system. Every time you stop for gas, you should ask the attendant to check your battery to see if it is filled with distilled water to the proper level.

If you notice that your lights are weak, the horn doesn't sound loud, etc., you should have your battery checked immediately.

As an emergency measure, it is a good idea to carry extra fuses in the car. However, in case of a blown fuse, have the system checked for a short as soon as you can.

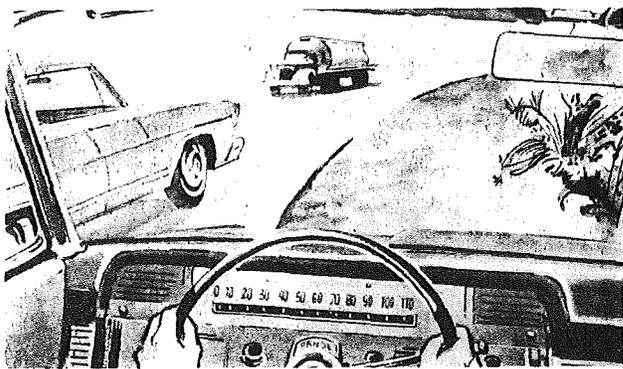
If the generator light or ammeter registers discharge even while you are accelerating, you should stop at the nearest service station. Using the car in this condition will ruin the battery and other electrical parts.

Two vehicles met on a bridge too narrow for two to pass. "I never back up for an idiot!" yelled one driver. "That's all right," said the other, as he shifted into reverse, "I always do!"

DRIVER ACCIDENT PREVENTION

Accident preparedness should not end with the acquisition of adequate insurance coverage. You're no good dead, and that's what too often results when two automobiles crash--regardless of who was wrong at the outset. You must do everything you can to avoid becoming involved in a potential crash situation. That's the purpose of the DAP series, to help you do the best thing possible in any one of 12 typical stress situations which could conceivably befall you without any particular advance warning. Read and heed No. 10 of the series.

Driver Accident Prevention
NO. 10



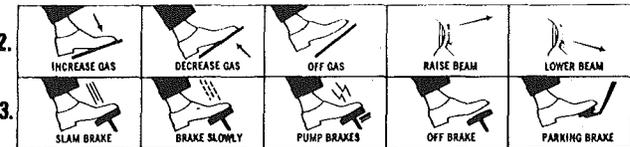
A CAR SUDDENLY PASSES SO CLOSE, YOU'RE FORCED OFF ROAD

think what would you do?

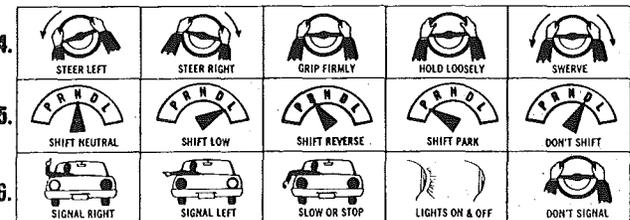
With your eyes? (Put an "X" through what YOU would do!)



With your feet?

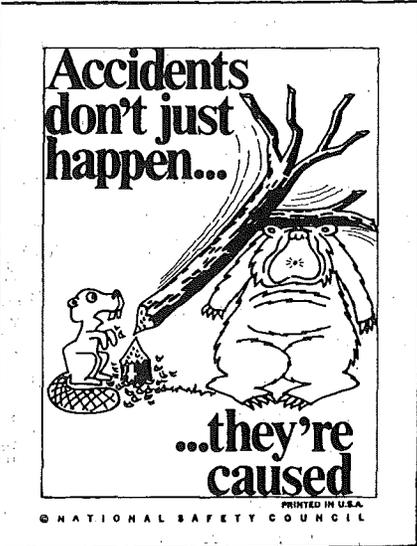


With your hands?



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.



MOTOR-VEHICLE deaths in January 1974 totaled 3,020, a decrease of 25 per cent from the January 1973 total of 4,020. This January's total is the lowest since the January 1963 total of 2,695. It was the largest percentage decrease for any month since April 1943 when deaths dropped 26 per cent below the April 1942 figure.

Disabling injuries during the month are estimated at about 110,000. 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 month of this year is estimated at about \$1.0 billion.

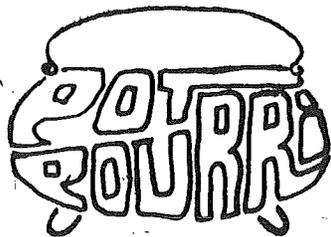
Preliminary vehicle mileage estimates for January are not yet available, and therefore, no mileage death rates have as yet been calculated for 1974.

Among the 49 states reporting January experience, 41 states had fewer deaths than in the preceding January, and eight states had more deaths.

Leading at the End of January

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

States	
Utah	-75%
Rhode Island	-73%
North Dakota	-57%
Delaware	-57%
Missouri	-53%
Oregon	-52%
Vermont	-50%
Louisiana	-49%
Nebraska	-45%
New Mexico	-45%
Indiana	-42%
Maryland	-41%
Michigan	-39%
New Jersey	-39%
Idaho	-39%
Massachusetts	-36%
Kentucky	-36%
Connecticut	-36%
Arizona	-36%
New York	-34%
Pennsylvania	-30%
Minnesota	-30%
Colorado	-30%
South Dakota	-29%
Arkansas	-28%
Ohio	-27%
Wyoming	-27%
Iowa	-26%
Florida	-25%
Nevada	-25%
California	-20%
West Virginia	-20%
New Hampshire	-20%
Wisconsin	-19%
Alabama	-17%
Illinois	-15%
Montana	-14%
Texas	-12%
Mississippi	-12%
Washington	-6%
Georgia	-5%



● A National Safety Council study has revealed that the daylight savings time switch-over --which caused

such a hullabaloo in political minds--had little or no effect on the number of early-morning fatalities among school-age children. Much had been said about the youngsters' increased exposure traveling to school in early morning darkness. Of the 43 agencies, 29 states and the District of Columbia showed either no changes or decreases in the number of school-age fatalities. Ten states--Florida, Nevada, Virginia, Illinois, New Mexico, Wisconsin, Connecticut, Louisiana, North Carolina and Pennsylvania--had increases in the number of school-age fatalities.

● Every year hundreds of young farm equipment riders are injured or killed in accidents, usually due to falls from the vehicle into the path of tractor wheels or trailing equipment. The sad part is that this type of accident is completely preventable if a firm police of "no riders" is adopted. Remind people you contact in your radio "spots" that a small child has no business riding on farm equipment!

● A compromise no-fault auto insurance bill has cleared the Georgia legislature and is one the way to the governor for signature. Under the bill, companies would begin writing no-fault in October and by the following March, all motor vehicle owners would have to have no-fault coverage, with proof required before a car or truck could be registered. The bill combined both the "threshold" and "add-on" concepts.

● Governor Thompson of New Hampshire has joined Governor Shapp of Pennsylvania in supporting national legislation to increase truck weights and lengths for the "duration of the 55-mile-per-hour speed limit". It is their contention that the greater weights would not seriously affect the bridges and highways on principal thoroughfares.

● A weight bill pending in Kentucky proposes to increase trailer length from 55 to 65 feet; maximum single axle weight from 18,000 to 20,000 pounds; two-axle combinations from 32,000 to 34,000 pounds; three-axle combinations from 48,000 to 50,000 pounds; and, gross weight from 73,280 to 82,000 pounds. The increased weight limits would apply only to interstate, tollway and some major primary roads.

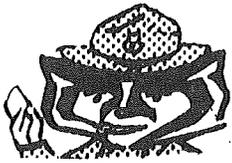
● A slant on studs: Massachusetts' report on studies regarding studded tires states that they provide little or no safety benefit to the traveling motorist, decrease stopping distances only on glare ice (a condition that exists one per cent of the time) and may increase stopping distances on either wet or dry pavements. Starting traction is greatly improved with studded tires, but this is considered a convenience rather than a safety factor.

"Public Office in the News"

Trooper Gerald W. Bond, District No. 5, was re-elected Mayor of New Lisbon, in the April elections.

Trooper Leo W. Zipperer, District No. 3, was elected Door County Supervisor, Wards 1, 2 & 8, District No. 10, City of Sturgeon Bay.

District No. 8 personnel ran for Public Office in both City and County elections in Washburn County. Captain Charles Okonek, Sergeant Charles Foley, Inspector Richard Snider, and Inspector Darol Peterson all filed for and ran for County Board Supervisor spots in Washburn County. Inspector Snider was an incumbent and was elected by a large majority. Inspector Peterson was also elected in his first try for public office. Captain Charles Okonek and Sergeant Charles Foley were defeated. In City Council elections for the City of Spooner, PCO Richard Schroeder was defeated in his bid for re-election. His opponent is the first women ever to be elected to the Spooner City Council.



P A R T Y L I N E

Ever been terrified by the actions of the driver--when you were a passenger in a car? Then you know how those Whitewater University coeds felt when they "rode along" with a couple of young lads. . . . Trooper Doug Mayer had no idea of the service he performed that week-end in March when he apprehended and arrested the two young drivers for dragging on the highway. You see, the three young ladies who were passengers were scared to death of the goings-on with those two clowns. In fact, one of the girls wrote to Captain Kennelly afterwards, asking him to thank the trooper for "helping us live a little longer" and to say "thank you for doing your job".

Based on the scores obtained during the 1973 in-service training, the following personnel will make up the State Patrol Pistol Team.

- Sergeant William Fredrick, Dist. 3
- Sergeant Arthur School, Dist. 3
- Sergeant William Lampa, Dist. 1
- Trooper John Allen, Dist. 1
- Trooper William Werbeckes, Dist. 3

Sergeant Fredrick is appointed the Team Captain and will assume the responsibility attached thereto.

A tale of togetherness from Capt. Lacke: Recently Trooper Gerald Zuhlsdorf arrested both husband and wife for OMVWI at the same time. He stopped a car driven by the wife for weaving down the road, in Grand County. As he was checking the driver, Jerry saw another car pull up and stop. It was the husband who was checking to see what his wife was being stopped for. He staggered back to Tpr. Zuhlsdorf who promptly arrested him also. He tested .23 and she tested .26 on the Breathalyzer machine.

Bob "Polish Falcon" Kowalski promoted to Lieutenant of Detectives in the security force at Milwaukee Branch of University of Wisconsin.

In "Sick bay": Colonel Larry Beier (retired) was in and out of Mercy Medical Center, Oshkosh, with a bad back and traction to treat it, was unable to make it to Madison for Bob Cromey's retirement due to an onslaught of new health problems.

Stan Gatz in Methodist Hospital, Madison, following a coronary attack, should be out of Intensive Care about now, on the way to recovery. Also, from Registration, Ralph Conklin went back to Methodist Hospital following a cardiac arrest which came on the heels of earlier hospitalization for coronary problems.

Trooper Neil Tuchalski's wife, Arvilla, was in the hospital in Green Bay for surgery. She was expected to return home on Easter Sunday. We wish her a speedy recovery.

Don Cooper, PCO District No. 1 visited with Donald A. Resch, former trooper in the Tomah area, while on vacation in Bradenton, Florida. Don, who has been an officer with the Police Dept. of that city, has been promoted to the rank of Sergeant. More credit to the things he learned as a Wisconsin State Trooper, according to PCO Cooper.

If we were still running the "Trading Post" column, I'd tell you about the '74 Nova hatchback "6" w/stick, power brakes, radio, belted tires, etc., that a kid I know wants to sell so he can go back to college.

Agreements of Settlement for forfeitures totalling \$6,300 have been approved for disposing of forfeiture claims for violations of the Interstate Commerce Act against one Pennsylvania and two New York trucking firms in recent actions by the ICC. The successful investigation followed a September 22, 1972 Motor Carrier Inspection made by Inspector Ron Kraft of District No. 4, a copy of which was referred to the ICC Bureau of Operations.

Good Show, Ron!

District No. 2 pistol team cleaned up in recent Oak Creek Police Pistol League action by taking first place. The trophy rests on display at the District No. 2 Headquarters. Each team member also received trophies in his own class. They were, Trooper Pete Schrieber, Team Captain, Trooper Carl Cox, Trooper Ernie Stallman, and Warden Michlash of DNR. Nice Going!

Shooting 30 courses of fire at the FBI Academy, Lieut. Ivan Anders "cleaned" 29 of them and on the last one, by dropping one in a "4", he only shot a 99.66. A proficiency award and a master's certificate were earned by Ivan in shooting while academically he maintained 3.6 for the rest of the course.

Inspector Dick Snider is something else! Single-handedly he has established liaison between troopers in District No. 8 and local radio and TeeVee stations, arranging for safety spot recordings, participation by the Patrol in talk shows and other exposure in the name of Safety. Congratulations, Dick, for a fine job of Positive Public Relations.

Recently commended for his alertness and prompt and proper handling of an incident involving commercial smuggling of untaxed cigarets into Minnesota was Trooper Gerald Bond of District No. 5. Also assisting in the surveillance portion of the apprehension were Tpr. Terry Knutson, Tpr. Tom Enos and Tpr. Carl Fleischman. The cigarets being carried by the smuggler would have resulted in evasion of about \$1,200 in taxes had they been marketed in either Wisconsin or Minnesota. The smuggler was stopped by Tpr. Jerry Bond near Tomah for a traffic violation. The suspect was then kept under surveillance to the Minnesota line where Minnesota authorities were waiting. Letters from both the Minnesota Dept. of Commerce and the Wisconsin DOJ Division of Criminal Investigation praised the alertness and cooperation of the Patrol Officers.

District No. 4 lost their part-time Typist 2 gal, Mrs. Judy Wojcik. She resigned her position effective April 11, 1974. We are sorry to see her leave.

MOTORIST ASSIST
MVD-4011 7-70

State of Wisconsin / Department of Transportation
WISCONSIN STATE PATROL

LOCATION	MILE POST NO.	HIGHWAY	COUNTY
<input type="checkbox"/> I-SYSTEM		TOWN ROAD	JUNEAU
DATE	TIME	<input type="checkbox"/> AM	MAKE AND TYPE OF VEHICLE
MARCH 23, 1974	2:10	<input checked="" type="checkbox"/> PM	HOT AIR BALLOON
VEHICLE LICENSE	OFFICER	WSP NO.	
	CW Bennett #648		

EXPLANATION
SELECTED A LOCATION FOR AND ASSISTED THE GROUND CREW FOR A 16 YR OLD GIRL BALLOONIST TO RETRIEVE A DROPPED FUEL TANK. 16 YR OLD GIRL SETTING 12 WORLD RECORDS IN THIS CLASS - ALSO RECEIVING PRECIES FOR SICK CLASS MATE

Type of DISABLED VEHICLE TIRE CHANGE

Service OUT OF GAS PERSONAL SERVICE

TIME SPENT IN MINUTES 20 EMERGENCY SERVICE

Trooper cited for safe driving here

Sergeant William D. Hendrickson, Tomah, was one of 12 state troopers who earned safe driving awards according to Col. Lewis V. Versnik, director of state division of transportation's bureau of enforcement.

Sgt. Hendrickson, who is assigned to State Patrol District 5 in Tomah, was honored for accumulating 177 years of driving without a preventable accident.

The awards were presented on behalf of the National Safety Council and the bureau of enforcement.

BOB CROMEY RETIRES

At the Westside Businessmen's Club, Madison, on Wednesday, April 17, about 150 friends and associates gathered to honor Bob Cromey on his 40 years of state service and to wish him well on his retirement.

Bob began his state service in November of 1933 as a Senior Clerk in Public Service Commission, Madison. Promoted to Traffic Inspector in 1938, he later became a Traffic Patrol Officer when Ch. 110 came into being in 1939. Bob moved to Milwaukee where he served under Captain Philips as area officer, Supervisor of the Weight Detail and finally as Patrol Lieutenant. In 1954 Bob moved back to Madison and was promoted to Inspector and was also Deputy Director. After promotion to Captain in 1956, Bob served in various supervisory functions including Field Staff Captain, and in 1966 he laterally moved to the Supervisor of the Inspection Services Unit, the post he held at retirement, March 31, 1974.

During the program, awards were bestowed on Bob Cromey by D.O.T. Secretary Norman Clapp, Administrator Peterson and Director Lew Versnik and a portable all-wave radio was presented as a gift from the assemblage by Major John Sterba. Old grads present included Morris Johnson, Ray Meilahn, Glen Kissinger and Arnie Loeffler.

The Cromey's have no immediate plans other than Bob continuing his civic functions in Middleton where he chairs the Police Commission and perhaps taking another jaunt to Mexico. Right now Bob is also doing some back-yard farming in a garden plot at their residence, 2011 Bristol St., Middleton.

We all wish Loraine and Bob the best of retirement years.



Storkfeathers



Mr. & Mrs. Richard Deinlein (Eileen Schroedl), Captain Corwin Holmquist's former secretary, became proud parents of their first born, Lisa Jean on Thursday, April 11, 1974. She came into this world at 6 lbs. & 3 ozs.

CONGRATULATIONS TO THE PARENTS!

IN MEMORIAM

Mr. Otto Rieth, Father of Mary (Mrs. Tom) Puetz, died of a heart attack on Friday, April 12, while visiting the home of Trooper Tom Puetz on Easter weekend. He was laid to final rest at Holy Cross Church, Kaukauna, on April 15, 1974.

Trooper Kenneth Egglar's Father-in-Law, Mr. John Bocerrek, passed away on March 18, 1974.

SMOKEY BADGER
Published by the Wisconsin State Patrol

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

Captain Corwin F. Holmquist
EDITOR

Mrs. Frieda M. May
COMPOSITOR



Investigator Harry Blair is in the Wausau Hospital, North, for tests.

Inspector Levi Dary of the Safety & Emission Center, is in "Intensive Care" at the Methodist Hospital for (Heart) tests.