

WISCONSIN STATE PATROL

CRIMINAL JUSTICE
RECEIVED

OCT 10 1974



Smoky Badger



Proving a point is always different from making a point. We make the point that safe driving is a possibility that CAN be realized with full-time attention to the process. Our drivers--such as those whose names are listed here--then come forward to prove that point! Congratulations to you all.

- | | |
|---------------------------------|------------------------------|
| 19 yr. - Tpr. John B. Prarizzi | 5 yr. - Tpr. Joel M. Brandau |
| 18 yr. - Sgt. Erwin G. Bullette | Insp. Jack C. Fidler |
| Sgt. Frederick F. Frater | Tpr. David C. Pueringer |
| Chem.Tech. Thomas E. Geske | 2 yr. - Tpr. Elario V. Banda |
| Tpr. Roger F. Geurts | Tpr. Edward J. Began |
| Sgt. John L. Moriearty | Tpr. Juan Camacho |
| 17 yr. - Captain Ivan G. Anders | Tpr. Kenneth R. Egger |
| Tpr. Kenneth J. DeTroye | Tpr. Brian K. Feige |
| Captain Perry L. Griffith | Tpr. Joseph G. Gustafson |
| Chem.Tech. Edward P. Nielsen | Tpr. Billy G. Hawkins |
| 16 yr. - Sgt. Gerald L. Johnson | Tpr. Donald F. Johnson |
| Sgt. Kenneth J. Miller | Tpr. William J. Kulas |
| 15 yr. - Tpr. Richard D. Cox | Tpr. George T. Maloney |
| Tpr. Jack M. Honadel | Tpr. Louis J. Mane |
| Comm.Tech. Norman F. Walker | Tpr. Craig H. Preston |
| 10 yr. - Insp. Bryce E. Gardner | Tpr. Steven J. Rosenbalm |
| Insp. Delore E. Krueger | Tpr. Richard L. Sacia |
| 8 yr. - Insp. Terry D. Bengtson | Tpr. James F. Schmerse |
| Insp. James P. Cmeyla | Tpr. Gene H. Selke |
| Insp. Robert A. Gohre | Tpr. Michael J. Taczala |
| Tpr. Douglas R. Jensen | Tpr. Charles W. Tester |
| Tpr. Robert M. Roehl | Tpr. Albert E. Trussoni |
| Tpr. Robert M. Schroeder | Tpr. James A. Wichrowski |
| 7 yr. - Sgt. Roger C. Nickerson | Tpr. Keith A. Wynstra |

BUREAU FLEET SAFETY PROGRAM

Two years ago August 31, our fleet had experienced 89 reportable vehicle accidents. Last year that total was whittled to 49. On August 31, 1974, that total of reportable fleet accidents had been held below that of the previous year, to a new low of 46. Furthermore, our standing in the National Fleet Safety Contest for the six month halfway mark is Second Place with a rate of 3.40. I think we can glance back, congratulate ourselves, and forge ahead with renewed determination to maintain even a better record for the balance of 1974. We certainly are proud of you drivers and of the fine showing you are making for the current year!

1974 FLEET ACCIDENTS

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	TOTALS
Hdqrs.	0	0	0	0	0	1	1	0	2
Academy	0	0	0	0	0	0	0	0	0
Dist. 1	3	0	3	1	0	0	1	0	8
Dist. 2	1	2	3	2	1	2	2	3	16
Dist. 3	0	2	0	2	0	3	0	0	7
Dist. 4	1	0	0	0	1	1	1	1	5
Dist. 5	0	1	1	0	0	0	0	0	2
Dist. 6	1	0	1	0	1	0	0	0	3
Dist. 8	0	0	0	0	1	1	0	1	3
TOTALS	6	5	8	5	4	8	5	5	46
Insp.	2	0	1	1	0	1	2	0	7
Tpr.	3	5	7	4	4	6	2	4	35
Sgt.	1	0	0	0	0	0	0	1	2
Lieut.	0	0	0	0	0	0	0	0	0
Capt.	0	0	0	0	0	0	0	0	0
Comm. Tech.	0	0	0	0	0	0	1	0	1
Chem. Tech.	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	1	0	0	1



NATIONAL FLEET SAFETY CONTEST

Wisconsin State Patrol has climbed back into second place out of eight fleets at the half-way point in this year's standings. We had 3.40 accidents per one million miles of travel while the group average was 5.18 accidents. Let's keep on climbing! It sure feels good.

Van sez: "If people say your job is easier than theirs, regard it as a compliment. The more efficiently you do your work, the easier it looks."

THE STEERING COLUMN



Col. Lew V. Versnik

One of the spin-offs of the 55-mile-per-hour speed limit initiated in Wisconsin as a result of the national effort to conserve energy was the dramatic decrease in the number of lives lost through traffic crashes during the first six months of 1974. Nationally, about 5,000 persons were not killed on this country's highways during that period largely due to the lowered speed limits, according to the National Safety Council. Nationally, highway fatalities decreased 25 per cent. In some states the reduction was even more dramatic: 68 per cent in Rhode Island (mostly urban) and Utah, 47 per cent! Once the oil embargo was lifted, motorists began to speed up again. Wisconsin dropped from a 36 per cent reduction in April to 28 per cent by the end of June, even though the 55 mile per hour speed limit still was in effect. Much of the mail coming to our attention is critical of speeding and tailgating trucks and "the other guy" who always seems to get away. We hear the message clearly. I hope you will join with me to press with vigor our enforcement of the 55 mile per hour speed limit in Wisconsin. Our target: speeding and tailgating trucks and the elusive "other guy" who always seems to get away. Facts bear out the old adage: Slow down and live.

F.V.P.P.L. RESULTS, 1974

District No. 3 shooters who won honors in the Fox Valley Police Pistol League were presented with trophies at the annual banquet held recently at Kellnersville. A full house saw trophies awarded to Tpr. Bill Werbeckes for 1st place in Slow Fire Class "A"; Tpr. Marlon Kahl, 1st place Slow Fire, 2nd place Timed Fire, 2nd place Rapid Fire, and 1st place Aggregate in Freshman Class; and to Tpr. Gerard Bell, 3rd place Slow Fire and 3rd place Aggregate in Freshman Class. Capt. Norm Nelson of Green Bay P.D. garnered the Champion of Champions trophy. Capt. Bill DeGuire was introduced to the shooters on the occasion of his first attendance at the banquet. Congratulations to District No. 3 shooters for the fine representation.

TRAFFIC DIE-GEST

MOTOR-VEHICLE deaths in June 1974 totaled 4,190, a decrease of 20 per cent from the June 1973 total of 5,240. This year's June total is the lowest recorded since the June 1965 total of 4,111.

Deaths for the first six months of 1974 totaled 20,460, a decrease of 23 per cent from the six month total for 1973 of 26,600. The total for the first six months of this year is the lowest recorded since the 1963 six-month total of 19,004. Deaths for the 12 month period ending June 1974 totaled 49,460.

Disabling injuries for the first six months of this year are estimated at about 720,000. 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 six months of 1974 is estimated at about \$6.8 billion.

Based on preliminary vehicle mileage reports for this year, the estimated mileage death rate for the entire year would be 3.4 (deaths per 100 million vehicle miles), a 19 per cent decrease from the 1973 rate of 4.2.

These facts and estimates are taken from the National Safety Council publication, **TRAFFIC SAFETY**, and are reproduced here for your information and use in your daily contacts with the public.

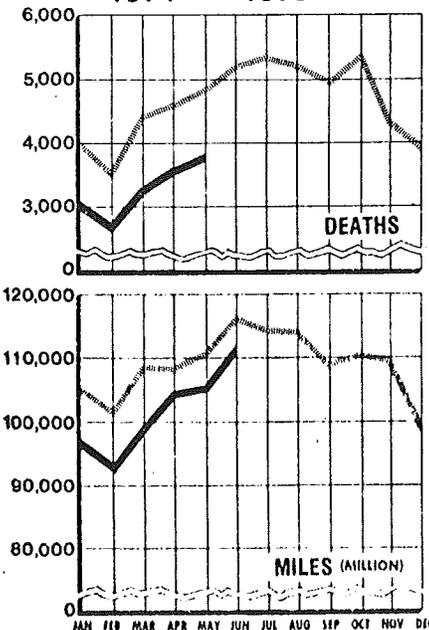
Reductions at the End of June

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

States

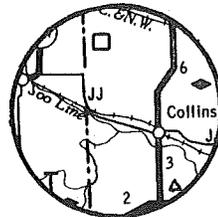
Rhode Island	-47%	New Jersey	-22%
Utah	-44%	Ohio	-21%
North Dakota	-44%	Massachusetts	-21%
Connecticut	-38%	Arkansas	-21%
Indiana	-36%	Vermont	-21%
Delaware	-35%	North Carolina	-20%
Missouri	-34%	Georgia	-20%
Arizona	-34%	Idaho	-20%
Alaska	-33%	Pennsylvania	-19%
Kentucky	-32%	Minnesota	-19%
Louisiana	-30%	Alabama	-19%
Iowa	-29%	Colorado	-19%
New York	-28%	Florida	-18%
Wisconsin	-28%	New Mexico	-18%
Michigan	-27%	Washington	-16%
California	-26%	West Virginia	-16%
Maryland	-26%	Hawaii	-15%
Nevada	-26%	Tennessee	-13%
Texas	-25%	Nebraska	-13%
Mississippi	-25%	Maine	-13%
Kansas	-25%	South Carolina	-12%
Illinois	-24%	Oklahoma	- 9%
South Dakota	-24%	Montana	- 9%
Virginia	-23%	Wyoming	- 3%
Oregon	- 1%		

MONTHLY MOTOR VEHICLE DEATHS AND TRAFFIC TRENDS
1974 — 1973



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 issue provided this solution: "Reference your little map on Page 3 of **SMOKEY BADGER**-- everyone should get this one. It is N.E. of Hurricane, S.E. of Mt. Ida, N.W. of Arthur and S.W. of Preston. That pinpoints it closer than just saying it is 85 miles west of District I Headquarters. Those of us on the Mississippi River Patrol use CTH E & F for a short-cut from Hwy. 61 to Hwy. 18. Signed: Sgt. Bill Lampa"

If you have any trouble with that one, it's in Grant County, is what Bill Lampa is saying, with U.S. Hwy. 61 as the highway.

BEHIND THE WHEEL

An Outagamie County Board member said that he would like to see the State Patrol handle the traffic enforcement on state and federal highways, according to a recent article in the Appleton POST-CRESCENT, one of the large Fox Valley news media. Several times in recent years there has been the suggestion made by county supervisors that stepped-up enforcement by the State Patrol should be explored. Of course, this has met with little enthusiasm on the part of sheriff's department people. About the same time that County Supervisor Rehfeldt let his feelings be known, the county board approved hiring four more traffic patrolmen for the sheriff's department. Lieutenant Bob Keating told Rehfeldt that the local people want "local" law enforcement, indicating also that it costs much less to keep one sheriff's department officer on the road than one state patrolman. Keating made the point that he is interested not only in law enforcement, but also concerned about economics. With 355 troopers and sergeant as "local" residents (many of them elected officials: aldermen, councilmen--yes, and even mayor) of townships, villages and cities through Wisconsin, the State Patrol offers the highest quality of "local" law enforcement to all areas of the state impartially and with exceptional expertise!



I. I. A. W.
Distinguished Service Awards

The Independent Insurance Agents of Wisconsin met on August 28, 1974 in a banquet setting at posh Heidel House, Green Lake, to make the first awards in a program to select troopers who have distinguished themselves and the Patrol by unusual meritorious service. The six troopers, from whom the final selection for the most outstanding service act of the year will be made in the near future are, Trooper Neil Tuchalski, Trooper Larry Doxrude, Trooper Donald Engel, Trooper Myron Krieg and Trooper Wayne Misener of District No. 4, and Trooper Gerald Bond of District No. 5. Each was awarded a plaque, plus a decal to display on his cruiser. Major John Sterba read the resume of each meritorious incident and Mr. William J. Bush, President of the IIAW presented the awards.

The "FOR WHAT IT'S WORTH" Department

One ATTABOY to Tpr. Gerald Wojtalewicz for 20 or more contacts in one eight hour duty shift, and for letting his sergeant know--as prescribed in the "Attaboy" procedure manual.....

Questions Troopers Ask

Vehicle theft investigation can often be aided by posing some of the following questions to the driver of a vehicle once he is away from the car. The legitimate owner should be able to give satisfactory answers:

- What is the mileage on the vehicle?
- What is in the glove compartment?
- What is in the trunk?
- Where was the vehicle purchased?
- What size engine does the vehicle have?
- What make and size are the tires?
- Where is the battery located under the hood?
- Where and when was the last oil change?

S MOKEY BADGER
 Published by the Wisconsin State Patrol

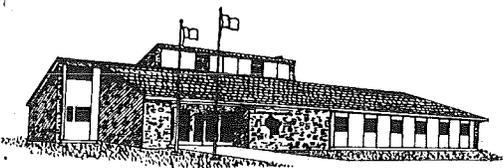
LEWIS V. VERSNIK, Colonel
 Director, Enforcement Bureau of the
 Division of Motor Vehicles

Captain Corwin F. Holmquist
 EDITOR

Mrs. Frieda M. May
 COMPOSITOR




DISTRICT NO. III DEDICATED



On Friday, September 6, 1974, as the dedication ceremonies drew to a close, Governor Patrick J. Lucey uttered these memorable words, "As I dedicate this district headquarters to the memory of Patrolman Donald C. Pederson, it is with confidence that this building will forever symbolize the respect and gratitude of the people of Wisconsin to Patrolman Pederson and to all the men and women of the Wisconsin State Patrol."

The formal dedication followed brief remarks about the new building made by local and state officials. Introduced by Captain Wilbert C. DeGuire, District Commanding Officer and master of ceremonies, were Fond du Lac Common Council President Ellen B. Humleker, Sixth District Rep. William Steiger, State Senator Walter Hollander, State Assemblyman Earl McEssy, D.O.T. Secretary Norman M. Clapp, Colonel Lew V. Versnik, Patrol Director, DC Director District IV Bruce Bishop and James Gruentzel, Administrator of Div. of Emergency Government. D.M.V. Administrator James O. Peterson and Field Force Major John J. Sterba made special presentations for the National Police Hall of Fame to Mary Pederson Doyle, the slain trooper's widow. State Patrol Chaplain Rev. Robert Riedmueller said the invocation and benediction and Mr. Robert N. Guenther, a personal friend of the Pederson family, sang two selections for the dedication program.

Formal dedication of the new headquarters was scheduled for 1:30 P.M. and open house from 12:30 to 8:00 P.M. with refreshments and cake following the program. Captain DeGuire, his fine staff and the District 3 crew are to be complimented. Evidence of their concentrated effort to make the occasion a complete success was unobtrusive yet evident throughout the entire building and grounds. Even the weatherman came through with a beautiful day.

Court upholds police actions

Police Make Mistakes Too, Court Rules In Allowing Use of Tucker Evidence

The Supreme Court ruled June 10 that the failure of police to inform a defendant of his full legal rights does not bar the use of all evidence obtained from him. The court, in an 8-to-1 ruling, reversed a lower court decision overturning the rape conviction of a Michigan man who was not told during police interrogation that he had a right to legal counsel.

The decision limits the scope of the landmark Miranda decision requiring that criminal defendants be fully advised of their legal rights.

Writing for the court, Justice William H. Rehnquist acknowledged that police failed to provide Thomas W. Tucker the full range of rights guaranteed by the 1966 decision. But, he said, "Just as the law does not require that a defendant receive a perfect trial, only a fair one, it cannot realistically require that policemen investigating a serious crime make no errors whatsoever. Before we penalize police error, therefore, we must consider whether the sanction serves a valid and useful purpose."

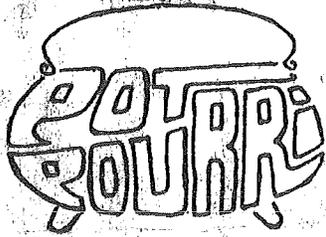
Rehnquist said it was significant that Tucker was questioned prior to the Miranda ruling. The court said Tucker, when questioned about the 1966 beating and rape of a Pontiac woman, was advised of his right to remain silent and his right to have an attorney present, as required by the Supreme Court's earlier ruling in the Escobedo case.

But Miranda required that the defendant be told of his right to have free legal counsel. Tucker was not informed of that right.

WHO'S GOT THE BLUES?

For some reason, the ChemTest technicians abhor the color, BLUE. Recently, new vehicles were assigned to members of the Bureau. When RC Young appeared at the Radio Shop to pick up his new vehicle, there she stood a bright spanking new BLUE set of wheels! He must have been desparate in his bid for a new car, becuz RC didn't say one word--he accepted his BLUE car without a whimper.

Old timers who dropped by for the dedication of District No. 3 were Paul Roble, Ray Meilahn, Arnold Loeffler, Colonel Larry Beier (ret.) Major Kissinger (retired) and senior retiree, Morris Johnson.



- Governor Patrick Lucey signed into law the bill to make studded tires illegal in Wisconsin after May 1, 1975! The only units permitted

to use them after that date will be emergency vehicles, mail delivery vehicles and out-of-state passenger cars traveling through the state.

- The last state in the nation to adopt a motor vehicle title law, Alabama, has finally passed and will be implementing a title law effective with the introduction of the 1975 auto models. Well, they waited long enough so that they can say it: "Alabama has one of the finest title laws in the nation because we studied similar laws thoroughly before drawing it up." Alabama has been known as a dumping ground for stolen vehicles.

- Rhode Island, Utah and Missouri, three states with widely divergent traffic patterns, led the nation as of July 1, in cutting traffic deaths for the first half of 1974. Wisconsin, which was realizing a 36 per cent reduction 1974 over 1973 at the end of April, has since slipped to about 22 per cent reduction in 1974 as compared to 1973. Rhode Island showed 68% fewer; Utah, 47%; and Missouri, a 36% reduction.

- On Sunday, September 1, 1974, thirty recruits passed through the admitting offices of the Missouri Highway Patrol Academy to begin the intensive five month training course leading to their ultimate appointment as troopers for the M.H.P. There would be nothing unusual to this report--in fact, no reason to even mention it--except that among the 30 recruits selected for this class were two young women, the first female trooper applicants to be processed and selected in the history of the MHP.

- In Georgia, an aspirant for a driving license asked to only take enough of a test to drive the kids to and from school, not the whole test!

- Truck fuel consumption tests conducted recently show conclusively that, within limits, as truck speeds decrease, miles per gallon rise. The U.S. Dept. of Transportation's Federal Hwy. Administration released the figures as a result of a recent study. All vehicles used in the tests were diesel-powered three-axle tractors and van-type tandem-axle trailers with the same driver making each run. As a result of more than 7,000 miles of testing, which included speeds of 50, 55, 60 and 65 miles per hour, it was determined that potential motor-fuel savings of about 14.5 per cent can be realized by reducing truck speed from 65 mph to 55 mph. A substantial portion of that reduction occurred between 65 and 60 mph. (Wonder what the "Cowboys of the Concrete" will counter with now? --Remember when it used to be "Knights of the Highway?")

- The British Dept. of the Environment has given authority for speed bumps to be constructed in roads through small villages to slow speeding trucks and cars.

NOTE OF THANKS

With heartfelt gratitude, we, the family of George Gregory Vraniak, wish to humbly and gratefully acknowledge the prayers, cards, donations of money and all expressions of hope and sympathy that were extended to us all during the time the search was being conducted for our son, in the Canadian wilderness.

Words fail to express the comfort bestowed on us through all of your kind acts and deeds. Though our sorrow is indescribable, so are the many blessings you have given to us. Through your generosity, you greatly aided the combined efforts of the pilots, guides, and friends who gave of themselves to give to us.

The Family of Jerome Vraniak

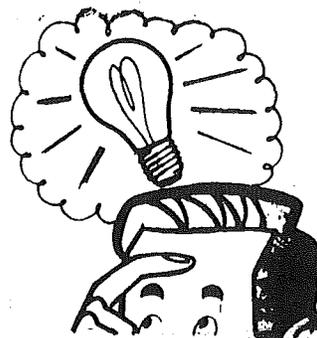


FOR THE
ROCKING CHAIR
SET

- Lorraine Salentine, AS-I, District No. 2 retired state service, 8/16/74.
- James Ausloos was reinstated as Trooper II, August 18, 1974, Call No. 195 and is assigned to Dist. No. 1.
- Kenneth DuPlayee was reinstated as Trooper II, August 18, 1974, Call No. 139, assigned to District No. 1.
- Trooper II Roy Jarzinski laterally transferred to Inspector II, August 18, 1974 and assigned to District No. 2, Call No. 2209.
- Sergeant Tom Puffer became permanently assigned to W.S.P. Academy on September 1, 1974.
- Trooper Larry Roberson, District No. 2, resigned September 4, 1974 to continue his education.
- Eldon Cole on medical leave of absence for one year, as of August 27, 1974.
- Trooper II Del Walter on medical leave of absence for one year as of September 4, 1974.
- Trooper II John Allen, District No. 1 resigned to take police employment in California.
- Lieut. James Jeatran assigned as Executive Officer, Dist. No. 5, 8/26/74.
- Terry Bengston, Inspector II, transferred to Dist. No. 6, Sept. 1, 1974.
- Duane J. Wilson, Insp. II, transferred to District No. 4, September 1, 1974.
- Sergeant Phillip Clark, District No. 2, promoted to Lieutenant and assigned as Executive Officer, District No. 2 on September 1, 1974.
- Sergeant Richard Kildahl, Academy, promoted to Lieutenant and assigned as Training Officer, Academy, as of September 1, 1974.

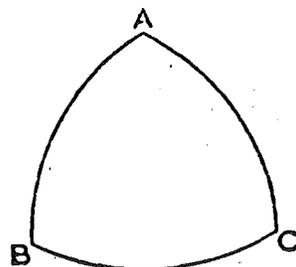
- Inspector Willard C. Peterson of District No. 2 has resigned his position, September 6, 1974, to go with Ozaukee County Highways.
- Roger E. Dahl, Trooper II, District No. 6, resigned September 6, 1974.
- Robert A. Nelson, Trooper II, District No. 6, resigned September 7, 1974 to work with Federal Government Bureau of Motor Carrier Safety.
- CommTech Duane Meyer, District No. 4 transferred to Madison State Headquarters Radio Shop, Sept. 16, 1974.
- LeRoy Dahl, Inspector I and John Lampman, Inspector I, have both been transferred to the Hudson Scale, effective October 13, 1974.
- Sergeant Gerald L. Johnson, District No. 1, is temporarily assigned to Planning Section, State Headquarters, effective September 16, 1974.
- Trooper Francis Vickerman promoted to Sergeant in District No. 1, 9/29/74.
- Inspector Donald Holt promoted to Sergeant in District No. 2, 9/29/74.
- Trooper Richard Frankhauser promoted to Sergeant in District No. 8, 9/29/74.

BRAINBUSTER



Answer to last issue of the Brainbuster's "not so easy" problem is as follows.

Starting from an equilateral triangle ACB, draw the arc of a circle with center A joining B and C. Draw similar arcs with centers B and C. The three arcs will combine to make a curve of equal breadth. (See diagram as shown).





PARTY LINE

ENFORCEMENT BUREAU PICNIC

Saturday, September 7, 1974 the Bureau picnickers had their 1974 get-together at noon at Greenfield Park in Fitchburg. Although it was cool, there was a good turn-out, perhaps about 45 including both adults and kids. Nobody dared crack the beer spigot until somebody finally unlocked the comfort stations!

A lively game of soft-pitch soft-ball engulfed the greater part of the group's afternoon--Major Kissinger (retired) avoided that kind of goings-on! "KC" Ryan's Irish Burgoo took the blue ribbon at the buffet lunch and more than one was seen going back for seconds and even thirds. Frieda May, along with Ed Sarafin, handled the logistics and planning, while Mary Dunn drew the map so's everybody could find the place. Fantastic!

IN SICK BAY

Investigator Pete Helmbrecht, Eau Claire, was in Sacred Heart Hospital September 17 thru September 20, sick with pneumonia. Pete is now back at work.

Ray Chap, Business Management's General Services Chief has been hospitalized for a heart attack. He is now recuperating at home.

Investigator Harry Blair tore a ligament in his knee. He is presently at home.

Storkfeathers



Trooper Joseph Gustafson became proud Pappa of 7 lb.-10 oz. baby girl on Sunday nite, August 25, 1974. Cheryl and new daughter reported doing fine.

CONGRATULATIONS TO THE PARENTS!

In Memoriam

George Vraniak, son of District 8 PCO Jerry Vraniak, lost his life in a Canadian canoe mishap. He was laid to final rest in Spooner Calvary Cemetery, Sept. 26, 1974.

William J. Hughes, father of Chem-Test Technician Marvin Hughes, passed away on September 21, 1974 and was laid to final rest at Cambria, WI.

Trooper Jerome Koenig's father passed away on September 12, 1974.

Trooper Richard J. Terlikowski's mother, Mrs. Walter Marie Terlikowski passed away on September 2, 1974 after a lingering illness. Funeral services were held at St. Peter & Paul's Catholic Church, Gilman, on Sept. 4, 1974. Internment was at Gilman. A good number of State Patrol members shared their sympathy with Trooper Terlikowski by attending the services and paying their respects.

FAREWELL PARTY

AAI Ken DuPlayee and his wife Luann of District 4 were the center of attention at a party conducted in their honor at the Valley Inn near Wausau on August 15, 1974. A large number of District personnel and their spouses turned out for the party. Lt. Artz (trumpet), Tpr. Terlikowski (concertina) and PCO Wrysinski (drums) livened up the evening by playing their respective instruments in the form of a band. Everyone had a "fun time" at the party and wishes Ken the best of luck as a Trooper in District One.

The "Far Eastern Correspondent" has checked in with his first--probably only--report. Sgt. Arthur School is hitting the books at the FBI Academy. Address is Box 422, Quantico, VA 22135. (If he isn't there, he's probably over at the beer hall!)