

# TOLEDO POLICE MUSEUM

## Semaphore

This semaphore was used at Summit and Adams Street. Officers would turn the semaphore and use their whistle to direct traffic. Officer Fritz Bacon was struck by a drunk driver working a semaphore at Front and Main Streets in east Toledo on August 10, 1922. He succumbed to his injuries on August 13, 1922.

The Officer in this photograph is Officer Edward G. Dusing. He served on the department for 33 years and retired as a Lieutenant. The semaphore he is using is slightly different than the one on display here.



## NEW STREET SIGNAL SYSTEM IS IN FORCE

Safety Director Kapp on Saturday, after a conference with Chief Knapp, inspected the traffic squad.

"I would like to have you boys try the 'block' signal system, as used in Cleveland and other cities," said Kapp. "And if you want to wear rubber boots during the sloppy weather you may do so," he stated.

The traffic men put the new signal system into force on Saturday. Now the traffic cop extends both arms when he wishes to stop traffic in one direction and start it in the other.

# TOLEDO PATROLMAN INVENTS A NEW TRAFFIC SEMAPHORE

Unk Paper, January 4, 1917

A policeman's typical dislike for superfluity prompted an improvement on the style of Toledo's traffic semaphores.

As a result, an invention by Frank Puhl of the traffic squad is being tried out at Jefferson avenue and St. Clair street.

The mammoth "arm" on Frank's new semaphore bears "Stop" only.

"What's the use of having 'Go' on a sign?" logically asks the patrolman. "When the 'Stop' warning is turned away from a driver and he can't see anything, he certainly knows enough to proceed," reasons Puhl.

He bought the metal, made the device and painted it himself. It is 8 inches wide and 22 inches in length.

Safety Director Newton and Police Chief Herbert authorized the test. Numerous complaints had been made that occupants of vehicles can't see the old and smaller semaphores on cloudy days or when the sun is shining too brightly.

Puhl's stop wing stands out like the electric ball on the Second National bank building.

"Blind Tom will get his eyesight back when he passes that," observed Traffic Policeman Hollinger, Thursday.



## Shelter Hut Is a Hit With Traffic Men



**H**ERE'S a picture of the traffic officer weather shanty being tried out at the corner of St. Clair and Adams streets. If it is satisfactory it will be introduced for the protection of all traffic officers.

Traffic Officer Malcolm O'Sullivan is the gentleman smiling out at the passer-by. On Wednesday Mayor Schrolber had received a number of letters from citizens indorsing the idea of giving some protection to the officers in stormy weather. The officers think well of the idea, which has been successful in Columbus.

# TRAFFIC DEVICE IN OPERATION

The new overhead traffic signal has been installed by the Police Traffic Bureau at Washington and Seventeenth streets. It will be in operation for the first time on Thursday night. TNB 2-4-1925

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## TRAFFIC CONTROL SIGNAL MADE HERE

An automatic traffic control signal box, manufactured by the American Traffic Control Co., of Toledo, is on display in front of the Chamber of Commerce Building at Summit-st and Madison-av.

J. W. Pepple, 2450 Broadway, invented the control device, which consists of a square box with red and green "stop" and "go" signs on each of its four vertical sides. An amber "change" light is suspended from the bottom of the box.

Each of the four sides of the signal box has a space for an illuminated street sign. The device is intended to be suspended over the center of street intersections.

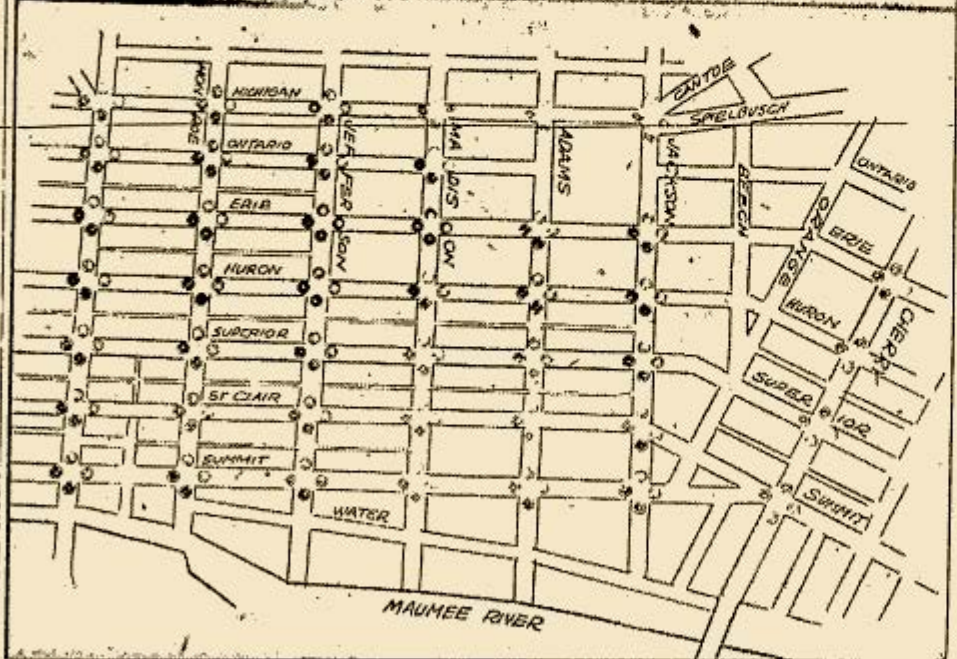


# SIGNAL LIGHTS TO BE INSTALLED

Because an issue of \$500,000 worth of bonds for automatic traffic signals have been sold within the city, the installation of signals can be started immediately. The bond issue was approved by the voters last fall.

Safety Director Hill will receive the money in a few days. Then he will advertise for bids for the equipment and make plans for the wiring and installation.

## PROPOSED TRAFFIC CONTROL SYSTEM WOULD BE BLOW TO HOLDUP MEN; IS AUTOMATIC



Map showing positions of automatic traffic control lights as planned by Tyler Greene, superintendent of police and fire alarms.

Toledo's downtown traffic will be controlled automatically, if the present plans of Tyler Greene, superintendent of the police and fire alarm telegraph system, materialize. The system would be useful in the detection of holdup men.

Greene's system, and he has a miniature plan in his workshop in the new Safety Building, would provide for a single control on every intersection within the boundaries of Summit-st, Washington-st, Michigan-st and Orange-st.

There would be four lights at every intersection. The lights would work in combinations of red and green, opening and closing traffic. The system would open traffic in two-block stretches, instead of one in one block. This would speed up traffic.

Greene would arrange his system so traffic in the entire downtown district could be stopped by a switch in the police alarm office. He believes that this would enable police to make better speed in pursuit and would compel holdup men in the downtown district to drive their machines against all the traffic signals. Greene says that this would show off the bandit car and would mean possible capture or at least many accurate description of the car.



# Traffic Policing Isn't So Hot When Mercury Won't Stop Skidding for Red Light, Cop Says Coldly



The coldest job in Toledo Saturday? Traffic Patrolman Frank Puhl will enter the contest. With the mercury between 9 and 5 degrees below zero—well, step up you winter-beaten applicants and submit more damaging evidence. He was on duty at Adams and Superior streets when this picture was taken, and he mentioned the fact that this particular corner was no warmer than any other.

## COP KEEPS COOL IN CRUSH



The Toledo police department doesn't issue straw hats with uniforms and doesn't permit members to wear them on duty. But there's nothing said about wearing them on a semaphore.

So when a downtown hat store offered this giant sailor to Patrol-

man Lester R. Cooper, traffic policeman at Adams and St. Clair streets, Cooper accepted with thanks.

"When I'm instructed to keep something under my hat now," explains Cooper, "I'll have plenty of room."



# Traffic Officer Soon To Be Rarity Amid Mechanical Light Controls

JUL 29 1934

By JOHN MCGOWAN

The downtown traffic officer is fast losing his identity on the Toledo police department.

There was a day not so many years ago when traffic duty comprised one of the common assignments on the department. Scarcely a downtown street corner was left unguarded by one of Toledo's finest.

His shrill whistle, thrilling above the din and swirl of traffic, was a familiar sound to the motorist's ear as he awaited the recurrent flow of vehicles.

His personality became as fixed in the daily life of the community as the butcher, the baker and the grocery store keeper. His popularity was evidenced tangibly at the Christmas season when a mound of tinselled gift packages grew up around his semaphore.

Amid the ever changing personnel of the police department the traffic officer seemed best able to give stability to his assignment. Year in and year out the same officer twirled his semaphore and tweeted his whistle at the same intersection.

But as in other lines the mechanical was destined to supplant the human element in directing the city's traffic. The traffic light with its red-stop, green-go, yellow-caution arrangement took the task of directing vehicles almost completely out of the hands of the police department.

They reared their tri-optic heads at the four corners of the street intersection and blazed their varying lights into the faces of chagrined motorists who cursed, now softly, now loudly, as the silent sentinels dictated the come and go of traffic.

Never did they acquire the popularity of the traffic officer with the tax-paying motorist who has retained his prejudice against traffic lights despite the inescapable fact that the cost of their yearly maintenance is vastly below the yearly salary of the traffic officer.

Today only four traffic officers are regularly assigned to downtown intersections. All work in Adams

street at the Summit, St. Clair, Superior and Huron streets intersections.

These officers are retained because of the narrowness of Adams street which causes heavy congestion of traffic in the business district. Even though traffic lights were installed at these four intersections it would be necessary to have officers on duty to keep the string of traffic unraveled, according to Traffic Inspector Thomas O'Reilly of the Police Traffic department.

The solution to the Adams street traffic problem as seen by Inspector O'Reilly rests in widening of the thoroughfare and elimination of street car tracks. This arrangement would greatly speed up the movement of traffic and eliminate the necessity of assigning traffic officers to the four intersections, according to Inspector O'Reilly.

A detailed comparison between the estimated cost of traffic lights and the cost of assigning officers to traffic duty at the four Adams street intersections is interesting in the light of figures supplied by the police department.

Each traffic light would cost the department at present prices, \$52.50. Each intersection requires four lights, costing \$210. The installation cost is \$140 for four lights, making an initial cost of \$350 for lights at each intersection. The yearly cost of maintaining lights at each intersection is \$52.92.

The total cost of installing lights at the four Adams street intersections would be \$1,411.68, according to these figures.

Each officer on traffic duty at these intersections receives an annual salary of \$1,600 for a total expenditure of \$6,560. The installation of traffic lights would mean a savings of \$4,948.32 the first year and an annual savings thereafter of \$6,348.32 with no allowance for replacements.

There are approximately 238 traffic lights in the city operating 18 hours a day. It is estimated the total cost of installing them has been \$83,300. The annual operating cost of the lights is approximately \$3,168.74.



Officer Harvey E. Shipe—Still on the Job



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