

# Horse-Drawn Patrol Wagons Outmoded By These

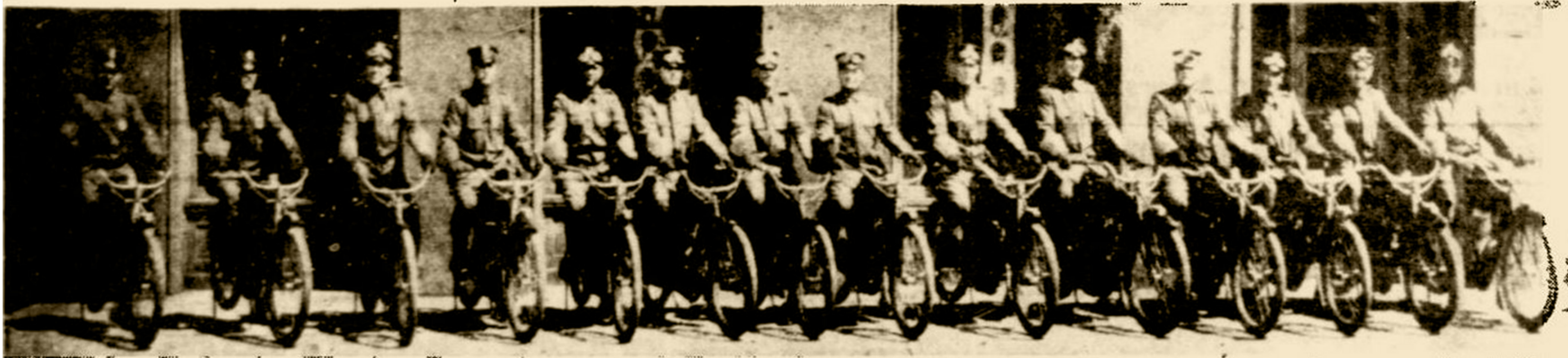


PHOTO OWNED BY INSPECTOR FAKEHANY SHOWS THE 1911 MOTORCYCLE SQUAD—THE FIRST  
 Left to right: James Kingsley, Edward Huntington and John Henahan, all deceased; Clarence Mead; August Salhoff; Lieut. William Schultz; John Hovey and John Connors, both deceased; Dick Martin, killed in the line of duty; Inspector Fakehany, and Fred Palicki, Guy Tibbles, Leo Nachtrab and Mose McCloskey, all four deceased

## Disbanded Police Motorcycle Squad Got Start As Experiment In 1907

### Pioneer Members Recall Duty On 1-Cylinder Machines

A 46-year era in Toledo police annals ended yesterday when Safety Director William H. Kirk disbanded the motorcycle squad.

Since it was first established on a trial basis in September, 1907, the motorcycle squad had meant dangerous, but often exciting duty for many a Toledo officer.

Yesterday, after the squad was disbanded because of the mounting accident and injury toll among its members, two pioneer motorcycle officers reminisced about the early days on the squad.

They were former Inspector Clarence M. Mead, now of Oneco, Fla., a member of the first 6-man motorcycle patrol, who was visiting here yesterday, and Inspector Paul Fakehany, in charge of the department's identification and records bureaus, who served on the first large Toledo motorcycle squad, established in April, 1911.

#### Needed More Speed

According to Mr. Mead, the department first tried out motorcycles in 1907 as a possible answer to the need for greater speed in answering emergency calls. At that time the department operated with foot patrolmen and horse-drawn police wagons, which were slow in reaching the scene of a crime.

As a result the department

purchased two one-cylinder cycles from the Consolidated Manufacturing Co., a Toledo firm that made Yale motorcycles and bicycles. Within a few weeks after putting the cycles into service, the department had its first motorcycle accident. A machine skidded on an oily street and crashed into a pole, injuring the officer riding it.

"When that officer recovered, he vowed never again to touch a cycle," Mr. Mead said.

Undaunted by the mishap, the department expanded its trial of motorcycles to the point where in March, 1908, it had put six men on the vehicles.

#### Answered All Calls

In those days, Mr. Mead remembers, the motorcycles answered every type of call, from burglaries and wife-beatings to rounding up stray dogs. They even chased a speeding automobile now and then, "although there wasn't a car in Toledo then that would travel more than 35 miles an hour," Mr. Mead recalled.

"We could get up to 50 miles an hour in those first one-cylinder Yales that we used," he pointed out, and later, when we added twin-cylinder motorcycles, we got speeds of 67 to 76 miles an hour. We managed to squeeze in that extra seven miles on the twins through a process of balancing the flywheel that I used."

The officers were responsible

for cleaning and oiling their own cycles and also were expected to make minor emergency repairs. Repair work on the cycles was easy for Mr. Mead, who worked for the motorcycle manufacturing firm before he joined the force.

The cycles proved such a success that in 1911 a full cycle squad, with cycle officers attached to every station, was authorized and established. About 19 or 20 men formed the squad, Inspector Fakehany said.

#### Helped Break Up Gangs

The cycle squad was instrumental in breaking up many of the gangs of young toughs who prowled through Toledo's neighborhoods, treating the relatively slow foot patrolmen and horse-drawn wagons with contempt.

"They really feared the cycle squad, however," the inspector declared. "We used to swoop down on them from a half-dozen different directions."

Inspector Fakehany himself was decorated for bravery twice for the cycle capture of burglars. Each time he caught the burglar in the establishment being rifled.

#### Mayor's Son Nabbed

Another time, in one of the early speeding arrests by a cycle officer, he nabbed the son of Toledo's famous Samuel (Golden Rule) Jones, for driving 22 miles an hour on Broadway. The speed limit was 20.

Throughout the years, however, the cycle squad was plagued with frequent serious accidents. As a result, in the mid-30's, shortly after Mr. Mead was named inspector in charge of the uniformed division, he made an informal recommendation that the squad be disbanded.

Higher authorities, however, were convinced that the cycles were needed for adequate traffic control. But yesterday the accident rate caught up with the cycle squad.



CLARENCE M. MEAD  
 Member of first squad