

# *History of the Lancaster City Police Department 1742 - 1977*

by Richard D. Shindle

**S**ince its inception in 1742, the Lancaster City Police Department has grown from a one man "police force" to an organization of 114 members. Throughout the years the department has introduced many innovations to aid them in the intricate task of solving crimes committed within the city.

During its 235 years of existence the local law enforcement agency has had its negative as well as its positive aspects, particularly during the Prohibition Era.

I would like to express my gratitude to Chief Wilmer A. Hoover, Lt. William Bitts, Lt. James Neimer and Senior Lieutenant Robert H. Thompson for their assistance in providing me with material to aid in the writing of this story.

Also I would like to thank Chief Hoover for allowing me to write a candid and forthright account of the department's history.

## *Genesis*

**L**ancaster founded by James Hamilton in May 1730 had by the early 1740's become a thriving community of three hundred houses. Hamilton in an effort to secure a stronger form of government to regulate this budding village applied for a charter of incorporation to raise Lancaster to the status of a borough. Granted on May 1, 1742, the charter in addition to changing Lancaster into a borough also provided for the appointment of several public officials. Named to govern this new municipality were: Thomas Cookson, Chief Burgess; Sebastian Graeff, associate Burgess; George

Sanderson, town clerk and Lancaster's first law enforcement officer, High Constable Alexander Gibony.<sup>1</sup>

As progenitor of the Lancaster City Police Department which was not formally organized until May 1867, Gibony was required to uphold the laws of the newly created borough. Prior to this date law and order in the community had been the responsibility of Robert Barber, Sheriff of Lancaster County.<sup>2</sup> After serving approximately two years as High Constable Alexander Gibony was replaced by Joseph Pugh who was elected to this position on September 15, 1744. Pugh retained this post until he in turn was replaced by Mathias Bough in 1760.

High Constables of the Borough of Lancaster were not compensated for their services until September 15, 1767, at which time they began to receive an annual salary of three pounds. On June 18th of the following year, the High Constable acquired the additional position of Clerk of Markets.

Lancaster's "police force" continued to consist of a single High Constable, with an occasional assistant to help with the market, until the borough attained the status of a city on May 13, 1818.

On this date Lancaster was divided into four wards, namely, Northwest, Northeast, Southeast, and Southwest. Two days later, on May 15, an ordinance was passed which provided a constable for each of the recently created wards. This ordinance provided the constables of the various wards with the same power and authority that was previously given to the High Constable of the borough.

Although the ward constables began their official duties in May 1818, they were not elected to these positions until approximately two years later. After the passage of an ordinance repealing Section 4 of the City Charter, by Select and Common Councils, in February 1820, elections were held annually to select the constables of the various wards. Citizens of the City voted for a High Constable and residents of each ward chose a constable to protect their respective ward.

Lancaster's first elected constables after the repeal of Section 4 of the City Charter were ward constables Jonathan Hinkle, Edward C. W. Dawson, Matthias Eberman, David Bear and High Constable George Stauffer. During the election held on February 1, 1821, these constables were replaced by High Constable Benjamin Briceland and the following ward constables: William Ramsay, Daniel Zahm, Daniel Haines and William Taylor.

Also in May 1818, night watchmen were appointed to maintain the city's street light system. One of the primary duties of the night watchmen was to see that the youth of the city were off the streets by 9:00 P.M.

The next important step toward building Lancaster's police force into a respectable organization occurred on September 4, 1849 when Select and Common Councils passed an ordinance that created a "Committee of Police." Organized to regulate the activities of the City Constables, three members of Council were appointed to serve on an annual basis on this committee.

After the creation of the Police Committee in 1849, nothing of historical significance occurred until the year 1865 when Mayor George Sanderson, with the consent of council, created a special force of 21 Night policemen. Organized to suppress the lawlessness that prevailed in Lancaster at this time the special force was to assist the regular ward constables who were unable to handle the situation.

Five Night Policemen were assigned to patrol each of the four wards of the city, alternating to a different ward each night.

Appointed as Chief of this special force which was composed mostly of Civil War veterans was Charles R. Frailey. Other members of the force in addition to Chief Frailey were: George Bonce, Philip Doyle, George Albright, Peter Lutz, Casper Weitzer, John McMannus, Hiram Snyder, Philip Coleman, William B. Gable, Jacob Foose, John Weidel, John Hensel, F. Fleishman, Isaac Kauffman, William Sheetz, Henry Schaum Jr., William Wilson, Henry Dancamp, John Dean and Jacob Zell Jr.

In addition to being responsible for the tranquility of the town these men were also required to light and extinguish the street lamps of the city. However they did not cry out the hours thereby ending a custom which had begun when Lancaster became a city in 1818.

Assuming their duties at 8 o'clock on the evening of September 8, 1865, this special force functioned until the formal organization of the Lancaster City Police Department on May 23, 1867.

Thanks to the diligence of the Night Police, in the perseverance of their duties, the night of September 8-9, 1865 proved to be the quietest night that the citizens of Lancaster enjoyed for quite a long time<sup>3</sup>

Approximately two years later, due to a controversy between the Democrats and Republicans of the city, the Charter of the Municipal Corporation of the City of Lancaster was amended so that the number of wards in the city were increased from four to nine.

The Republicans claimed that the opposition was guilty of illegal votes and stuffing the ballot boxes to their advantage. Because of this claim they petitioned the State Legislature for a new amendment to the charter which would increase the number of wards in the city and hopefully gain them an advantage during the elections.<sup>4</sup> This amendment to the Charter of the City of Lancaster became effective on April 5, 1867.

Section 23 of the amended Charter abolished the office of High Constable and gave the Mayor, with the advice and consent of Select Council, the authority to nominate and appoint the constables of the various wards. It also gave the Mayor more regulatory power over the activities of the police department than heretofore.

Section 28 of the amended Charter gave the qualified voters of each ward the right to vote annually for a constable to protect their respective wards.<sup>5</sup> However these constables had to be confirmed by Select and Common Councils, a fact which was soon to create problems.



Mayor Sander and the Council of Lancaster, 1867.

Elected on May 3, 1867 to serve as constables of the recently created wards were: Leonard Krouse, 1st Ward; Philip Baker, 2nd Ward; Samuel Fisher, 3rd Ward; John Mattern, 4th Ward; Jacob Gundaker, 5th Ward; John Flory, 6th Ward; Samuel Shroad, 7th Ward; Samuel Huber, 8th Ward and Peter Lutz, 9th Ward.<sup>6</sup>

All of the above men were confirmed to their positions as policemen with the exception of Philip Baker and Samuel Fisher of the 2nd and 3rd Wards respectively. It seems that Messrs. Baker's and Fisher's political affiliations did not concur with members of council and therefore were not confirmed to their positions by this body.

During the November meeting of council citizens of the third ward presented a petition to council requesting the appointment of a policeman to protect their ward. Also in the event that council ruled favorably on their petition they requested that Samuel Fisher be appointed to this position.<sup>7</sup> This iniquity was finally resolved on the 5th of December when Samuel Fisher and John Hertzler, replacing Philip Baker who refused the appointment, reported for duty on this date. Also during the November meeting of council Charles R. Frailey was selected to serve as the first chief of the Lancaster City Police Department.<sup>8</sup>

Prior to 1870, Lancaster's police officers did not wear uniforms to denote the fact that they were guardians of the law. Consequently, if they became involved in a fracas during their daily tour of their respective districts it was often impossible to detect the offender of the law from the arresting officer. To remedy this situation a plan to uniform the city police was introduced during a meeting of Select Council by Councilman H.B. Parry on January 5, 1870. This resolution stated that the policemen of the city shall wear a uniform at all times when on duty. Passed by Select Council on this date the resolution was sent to Common Council who approved it on March 2, 1870.<sup>9</sup> Hence on April 16, 1870, the entire police

force, consisting of 12 patrolmen and 1 chief, assembled at 2 P.M. in Mayor William Atlee's office for a formal inspection of their uniforms.

Manufactured by Rathvon & Fisher, tailors and clothiers of Lancaster, the "Army Blue" uniforms were made of beaver and doe skin. The uniforms consisted of a beaver overcoat, blouse, vest and doe skin cassimere pantaloons with a red cord running down the outside seam. Adorning the overcoat were large brass buttons with the inscription "Lancaster City Police." A leather belt with a socket to retain the mace encircled the waist. On the inside of the wreath of the cap, also blue and known as the New York police cap, was a number, with the exception of John Rutter's cap where the word "Chief" appeared.

A large portion of the cost of the uniforms were subscribed to by the citizens of Lancaster.

Lancaster's first uniformed police officers and their cap numbers were: William Powell, 1; George Cramer, 2; William Deen, 3; Henry Miller, 4; Jacob Gundaker, 5; John Flory, 6; James L. Messenkop, 7; Jacob G. Simpson, 8; Peter Lutz, 9; Wilson J. Fisher, 10; John Shertz, 11; and John H. Roy, 12.<sup>10</sup>

### *First Station House*

**A**lthough the Lancaster City Police Department was formally organized in 1867 they were not quartered in a building built for their specific use until 1874. An earlier attempt in 1852 to erect a building for this purpose failed to materialize.

On April 1, 1852, during a meeting of Select and Common Council, a proposal was introduced to provide the police with a building for the temporary detention of vagrants and disorderly persons. A committee was appointed to investigate the feasibility of this proposal on July 6, 1852. This committee reported on August 30th of the prior mentioned year that to erect such a building, in a centralized location, would be too expensive and therefore recommended not to proceed with the project.

City Council not wanting to incur the expense of erecting a building decided to lease rooms in the basement of Fulton Hall on North Prince Street, built by Christopher Hager founder of the now defunct Hager's Department Store. The city lock-up, as it was known, remained at this location until November 1868 when Hager informed the city officials that he was going to sell the building and the lock-up was relocated to the basement of City Hall in Centre Square.<sup>11</sup>

Three years later, Mayor William Atlee in his annual report decried the city lock-up as a public nuisance rancid with foul ordors that were discernible in the Mayor's office and Post office, also located in City Hall.<sup>12</sup> The following year, Chief of Police R. A. Smith in his annual report on June 6, 1872, also condemned the station house as being poorly ventilated and

totally unfit for use. In addition to the unsanitary conditions which prevailed in the city lock-up, Chief Smith also cited the fact that it was almost impossible to prevent prisoners from escaping because the cell doors could not be fastened securely.<sup>13</sup> Finally on December 4, 1873 some positive action was taken toward acquiring a building to house the city police when the Committee on City Property recommended two sites for the erection of Lancaster's police station. These were the properties of A. Hirsh & Brothers, on Christian Street, and the First Reformed Congregation on Grant Street. Also on this date the police force was increased to 19 men and the officers relieved from cleaning, filling and lighting the street lamps of the city.<sup>14</sup> In January 1874, during a meeting of City Council, the latter site was chosen. By the following April plans and specifications for the new station house had been received and the Property Committee advertised for bids on the project.<sup>15</sup>

Construction of the new police station began in mid May with completion of the project tentative set for September. Located on the former site of the First Reformed Church Cemetery, workmen while digging the basement of the new station house would occasionally unearth a human skull or at times a whole skeleton. These remains were promptly placed in coffins for reinterment.<sup>16</sup>

Completed within the specified time, the police moved into their new police station on Grant Street on October 1, 1874. A vast improvement over their shabby offices in City Hall, the two story building measured 32 feet in width and 50 feet in depth.

Occupying the front of the building was a large room utilized as police headquarters where a walnut desk surrounded by a railing was used by the officers to write their daily reports. Other features of the room included a water fountain, gas chandeliers, settees and oak chairs. Two of these oak chairs and a settee from the Grant Street station are still in use today in Chief Wilmer A. Hoover's office in the Public Safety Building. Also located on the first floor were the private office of the Chief of Police, an armory for the policeman's equipment and a large room used as the Mayor's courtroom. Situated on the second floor of the new police station was the office of the City Surveyor and rooms for the more respectable clientele of the police. Cells for the less fortunate prisoners were located in the basement.<sup>17</sup>

By 1891, the Grant Street station had started to show signs of deterioration and Chief of Police George M. Borger recommended replacing the wooden floors of the cells, which were rotting, with cement floors. The following year Chief Borger again recommended the above improvements but nothing constructive was done relative to the station house until 1896 when the Property Committee papered, painted and finally repaired the cells in the police station.<sup>18</sup> Three years later the original wooden cell doors were removed and replaced with iron ones. This enabled the officers to have a clear view of the prisoners in addition to making the heating of the cells in cold weather more efficient.<sup>19</sup>

Although Lancaster's law enforcement agency moved into new quar-

ters in 1955, the need for a new building to house the police department of the city existed as early as 1911. On April 5th of the prior mentioned year, Mayor Frank B. McClain sent a special message to Select and Common Councils recommending improvements to the city's police station. Mayor McClain stated that in addition to being a disgrace to a municipality the size and importance of Lancaster, the police station was poorly constructed, inadequate in size, unsanitary and its equipment antiquated. He also recommended that the Police Committee make a thorough investigation of the above conditions and suggest ways to rectify this deplorable situation.<sup>20</sup>

Upon completion of the investigation into the disparaging references to the city's police station by the Mayor, the Police Committee concurred with his evaluation of the situation and offered two alternatives to correct this problem.

Their first recommendation, if the city had sufficient funds to embark upon the project, was to completely demolish the present station and build a modern one in its place. The second alternative was to renovate the present building to bring it up to modern standards. Projected costs of these two schemes were \$12,000 and \$6,000 respectively.<sup>21</sup>

Although plans for a new police station were prepared in 1911, the police continued to utilize the Grant Street station until November 2, 1955, when they moved into the Public Safety Building on East Chestnut Street.<sup>22</sup>

### *Mayor Vetoes Proposal*

**I**n March 1878 in an effort to economize the operation of the City, City Council passed a resolution which would have reduced the police department from nineteen to 10 members on June 1, 1878. Members of the police force at this time were working twenty-four hour shifts, alternating between day and night duty.

On April 4th of the above year Mayor John T. MacGonigle sent a letter to City Council stating that he was vetoing the proposal to reduce the police force of the city from nineteen to ten men. In this letter he stated the following reasons for vetoing the bill.

In 1868 the city had a population of approximately 19,000 residents and the police force was at this time increased to thirteen members or one for every 1461 inhabitants. Five years later in 1873 the force was further increased to nineteen members for a ratio of one for every 1158 inhabitants. In 1878 the population of Lancaster was approximately 27,000 - according to the 1876 census 25,441 - and City Council in the name of economy would have reduced this force to ten men which would have been a ratio of one policeman for every, 2,700, the smallest number of any city in Pennsylvania. The Mayor also cited the fact that even at its present number the police force was small, one for every 1421 inhabitants. Furthermore, the

Mayor continued, that the force had been efficient for years in controlling crime within the city and to cut the force in half would have the effect of not having a police force at all. This would give the criminal element of the city such control that a police force that consisted of one for every 700 residents would fail to bring law and order to the community.

Also if a force of thirteen policemen were necessary to protect a city of 19,000 inhabitants in 1868 and further increased to nineteen to protect 22,000 residents in 1873 why should Council expect ten policemen to provide protection for a city with a population of 27,000. The mayor also questioned why the police department had been chosen to reduce the operating expenses of the city.

On June 6, 1878 a resolution was passed by both branches of council which again provided the City of Lancaster with a police force of nineteen members.<sup>23</sup>

The police force remained at this number until April 2, 1888 when two house sergeants, H. M. Erisman and Harry Hartley, were added to the force. With the addition of the house sergeants to the department the system of reporting was changed. Prior to the appointment of the two sergeants the officers would report to the station house every two hours thus leaving their districts unprotected for a period of time. Under the new system officers would report to the station by telephone during the day, through the courtesy of the citizens of Lancaster, and at night the house sergeants would contact the men on their tour of duty at different times and locations. By using this method of reporting the officers were able to remain in their districts at all times during their tour of duty.<sup>24</sup>

### *Police Patrol*

**P**rior to October 1892, police officers making arrests for various crimes committed within the city were required to walk their prisoners to the police station, at times a distance of a mile or more. This became a particularly arduous task when escorting drunk and disorderly persons. To alleviate this situation, Chief of Police George M. Borger in his annual report of March 4, 1891 recommended the introduction of a police telephone and patrol wagon system. By using this innovation, the officer would be able to contact the station for assistance to cope with any problem he was unable to handle himself, Also at this time Chief Borger asked for an increase in the force to aid in the protection of Lancaster's 32,090 inhabitants and the patrolling of the city's 81 miles of streets. The force in 1891 consisted of 18 patrolmen divided into shifts of 9 men each.<sup>25</sup> During his annual report of the following year Chief Borger again asked for an increase in the force and the inauguration of the police telephone and patrol wagon system.

In April 1892 after the election of Robert Clark as Mayor of Lancaster, all members of the police department, as was the custom at that time, were dismissed from the force and were replaced by other individuals. Also at





*Chief of Police George M. Borger. Through his efforts the police patrol wagon, ambulance and police signal box system was introduced on October 1, 1892. Courtesy of Lancaster City Police Department.*

this time the new Mayor recommended to council not to replace the ward constables but instead to add men to the police department. All of the Mayor's recommendations were confirmed by City Council.

During his inauguration speech Mayor Clark praised the efficiency and discipline of the police department and endorsed Chief Borger's scheme for the addition of the police telephone and patrol wagon system.<sup>26</sup>

Contracts for the different aspects of the police patrol and telephone system were granted on July 5, 1892, with much of the work being awarded to local craftsmen. Bids were submitted on the various phases of the project with the work being given to the lowest bidder. The contract for the erection of the patrol house was won by Charles Stumpf, with a winning bid of \$1,348. Successful bidder for the police patrol wagon was Joseph F. Hoover Jr. & Son who bid \$194 for the construction of the wagon plus \$35

for the top. The contract for the installation of the signal boxes and other accessories was won by the Gamewell Company who bid \$3,600 for the project. George S.W. Brubaker was given the contract for the erection of the line at a cost of \$1,170.<sup>27</sup>

Service on the system was initiated on the afternoon of Saturday, October 1, 1892, when the patrol wagon was delivered to the police station on Grant Street and the officers on duty were notified that the police patrol system was now officially in operation.

At 7 P.M., the first call on the new system was received from Box No. 14, located at North Queen and New Streets, that a fight was in progress at a ranch in Feagleyville. While in the process of answering the above call officer Louis Seibert, the driver, and officers Henry Babel, John King and McGinnis encountered Michael Murphy and John Flannagan who were slightly inebriated and singing off-color songs. After taking the two men into custody the pair were placed aboard the patrol wagon thus earning them the unenviable honor of being the first prisoners to do so. In honor of



*An early patrol wagon of the Lancaster City Police Department.  
Courtesy of Lancaster City Police Department.*

the first prisoner to enter the patrol wagon, who was Michael Murphy, the horse which drew the patrol wagon, who prior to this time was nameless, was promptly named Michael. The officers then continued to their original destination where they found four persons drunk and disorderly. After spending the night in jail Murphy and Flanagan were discharged and the other four individuals were sentenced to jail for a period of ten days by Mayor Robert Clark.<sup>28</sup>

After being inspected by members of the Police Committee on November 2, 1892, the system was formally accepted.<sup>29</sup>



*Police force of 1894: top row L. to R. Jacob Shenk, William Price, John Bair, A. M. Keesey and Lawrence Snyder. Front row, David Mylin, Benjamin Trout, Chief Henry Hartley, Sergeant John Stump, Jacob Deckert and Jacob Bowers. Courtesy of Lancaster City Police Department.*

Also introduced in conjunction with the patrol wagon was an ambulance used to convey the incapacitated citizens of Lancaster to the various medical institutions of the community. These two new pieces of equipment of the police department during their first 5 months of operation answered 275 patrol and 77 ambulance calls.<sup>30</sup>

Mayor Clark in his annual message of June 1893, extolled the operation of the police telephone and patrol system and proclaimed its many merits. Citing in particular the moral affects of prompt arrests and the rapid suppression of disorder, thereby preventing riots and possible loss of life.<sup>31</sup>

In mid June 1915, an auxiliary was added to the patrol and telephone complex known as the Red Light Signal System.<sup>32</sup> Composed of a series of red lights connected to a central switchboard located in police headquarters, the operator would merely throw a switch thus lighting the particular red light nearest to the scene of the reported disturbance. Located at intervals of one or two blocks the light was suspended from a wire in the

middle of various intersections throughout the city. Upon observing the red light the officer patrolling in the prior mentioned district would go to the nearest box and contact police headquarters. After receiving instructions as to the nature of the trouble he would then be at the scene of the disturbance within five minutes.<sup>33</sup>

Constructed by the Lancaster Electric Supply and Construction Company at a cost of \$875, the project was started in the early months of 1912 but due to a controversy between the city and the construction company was not accepted by the city until August 1915.<sup>34</sup>

Although used successfully in other cities throughout the United



*Henry Hartley who served as Chief of Police from 1894 to 1898.  
Courtesy of Lancaster City Police Department.*

States the Red Light Signal System never achieved a state of acceptable performance in Lancaster and service on the system was discontinued on July 18, 1918 when the relays were disconnected at police headquarters<sup>35</sup>

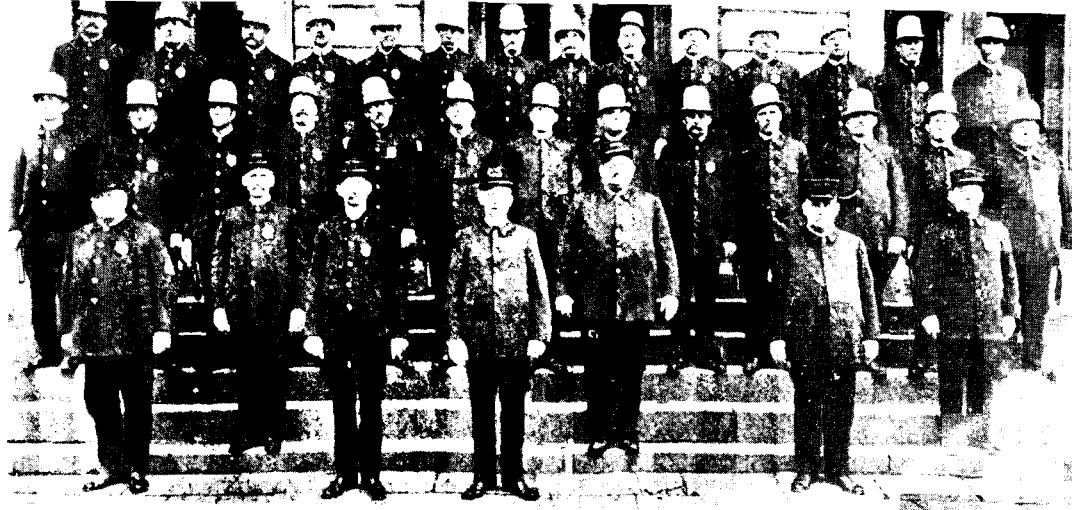
Horses continued to provide the motive power for the patrol and ambulance service until 1916 when motorized equipment supplanted them. Two Cadillac chassis were purchased at a cost of \$900 each for this purpose in March 1916.<sup>36</sup> Several months later Lancaster's first motorized patrol and ambulance vehicles began service with the Lancaster Police Department in the latter part of October 1916.

The body of the patrol wagon was constructed and equipped locally by Harry E. Edgerly in his carriage and automobile shop, located at 302 - 04 W. Grant Street. It was capable of transporting seven individuals, including the driver. Color scheme of the chassis was a rich red striped in black and white with the body painted maroon and striped in gold. Entrance to the interior of the body was gained by using two steps in the rear of the vehicle leading to two doors. Prisoners were placed on box seats padded with leather cushions. A galvanized screen was fitted on both sides between the posts of the body with tarpaulin side curtains enclosing the entire body. Lettering on the patrol wagon consisted of gold letters in the belt panel spelling the words Police Patrol and the letters L. P. D. denoting Lancaster Police Department on the driver's seat panel. Also adorning the vehicle was an electric dome light, lantern and an electric gong.<sup>37</sup>

In 1940, three years after the introduction of mobile radio equipment in their cruisers, the first police patrol signal boxes were removed from the outer districts of the city. These boxes were finally phased out altogether when the last box was removed from service on April 22, 1969. A few months later on June 30, 1969, the patrol wagon was also withdrawn from service. On March 15, 1976 the ambulance service provided by the police department since 1892 was also discontinued.<sup>38</sup>

### *Increasing The Force*

**A**fter the addition of the two House Sergeants in April 1888, the number of men serving in the police department remained essentially constant. The only exception was the addition of three men in 1892 to operate the police patrol wagon. However during the intervening years when the force finally was enlarged, two important events occurred which made life for Lancaster's policemen of the latter part of the 19th century a little more tolerable. The first of these occurred on July 3, 1895 when members of Common Council, with the recommendation of the Police Committee, voted to grant members of the police force a ten day paid vacation.<sup>39</sup> Approximately three years later the next improvement was introduced. This occurred during the administration of Mayor Simon Shissler. Shortly after Mayor Shissler entered office in 1898, he reduced the daily working hours of the police department. Prior to this time members of the force worked 24



*Lancaster Police Force 1909.*

hours on duty and 24 hours off. Under Mayor Shissler's plan the department worked 12 hour shifts with 6 officers working during the day and 12 at night when more protection of the city was needed.<sup>40</sup>

Although the Police Patrol and Signal System saved time and trouble in making arrests the City Police Department was still undermanned in proportion to the number of inhabitants it was obligated to protect.

As late as 1898, the ratio of policemen in Lancaster was not quite 4 policemen to every 10,000 inhabitants. The national average at this time for a city of any size in the United States was 10 policemen for every 10,000 inhabitants. In his Annual Report of 1899 Chief of Police J. Fred Fisher emphasized the fact that although the city had been steadily growing in size the police department had not been materially increased for twenty years.<sup>41</sup>

Mayor Henry E. Muhlenberg, who was elected on April 2, 1900, stated in his inaugural address that due to the rapid growth of the city in recent years the number of policemen providing protection for the city was totally inadequate. He therefore recommended that the present force be doubled or at the very least, the addition of eleven men should be considered. Also at this time in addition to adding nine policemen and one man to operate the patrol wagon he also suggested the addition of one man to hold the rank of lieutenant.

Nothing constructive was done on Mayor Muhlenberg's recommendations until March 4, 1902 when an ordinance was finally passed by City Council which provided for increasing the force by adding nine officers, a patrol driver and one lieutenant. Originally these men were to assume their respective positions in April but the ordinance was amended so the men would be appointed in June to allow time for provisions to be made for their salaries.<sup>42</sup> Thus on the evening of June 4, 1902, Lancaster's Police Department with the addition of the eleven new men to the force had a complement of 35 members.<sup>43</sup> Walter G. Bushong, the first man to hold the rank of lieutenant in the department's history was later destined to become Chief of Police.



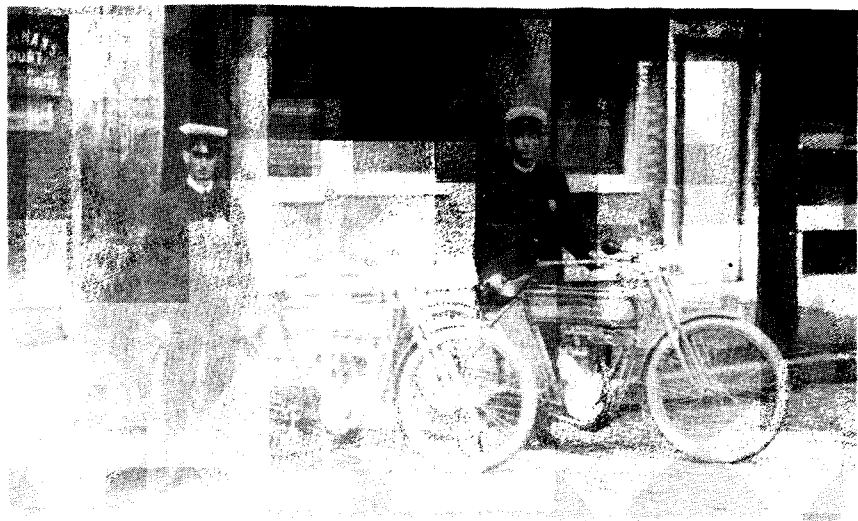
*Harry M. Herr who served as Chief of Police between the years 1900 - 1904. Courtesy of Lancaster City Police Department.*

### *Traffic Control*

**D**uring the year 1911 traffic in Lancaster was a combination of pedestrians, teams of horses pulling a variety of wagons, street cars and automobiles. Mayor Frank B. McClain in an effort to regulate this traffic in the business district of the city added seven men to the police force and created the traffic squad.

Assuming their duties on August 21, 1911, five of the seven members of the squad were stationed at the following intersections: Officer John C. Herr, North Queen and Chestnut Streets; Officer Louis W. Ripple, North Queen and Orange; Officer David G. Daily, North Queen and Centre Square; Officer Harry E. Shay, East King and Centre Square and Officer Jesse S. Brown, East King and Duke Streets. Members of the squad were on duty from 8:30 a.m. to 6:30 p.m. at which time the 18 men who were on duty all night were considered sufficient to guard these intersections. The other two men of the traffic squad who also commenced their duties on the above date were Lancaster's first motorcycle officers, Harry Resh and David N. Trapnell. Although these two motorcycle officers assumed the same duties as other policemen their primary function was the apprehension of motorists and motorcyclists who exceeded the speed limit.<sup>44</sup>

Approximately 3 years later, another officer was added to the traffic squad on June 5, 1914 to provide protection for the intersection of Prince and Orange Streets, one of the most dangerous in the city<sup>45</sup> Due to a fatal accident which occurred on February 21, 1915, at the intersection of West King and Prince Streets, a coroner's jury recommended the placing of a traffic officer at this crossing. Thus on February 24, 1915 an officer was placed at this intersection.<sup>46</sup>



*Lancaster's first motorcycle policemen L. to R. Harry Resh and David N. Trapnell.  
Courtesy of Lancaster City Police Department.*

The next addition to the traffic squad occurred in October 1916 when a directional device which had been used successfully in other cities was placed at the intersection of Prince and Orange Streets. This test model was purchased by Mayor Harry L. Trout in an effort to effectively regulate the increasing number of vehicles traversing the streets of Lancaster, without a corresponding increase in the police force. Designed to be utilized in lightly traveled sections of a city the "Silent Policeman" weighed 55 pounds, had a red lantern, red bunting flag and an iron rod rising from the cast-iron base to a height of 5 feet. Affixed to the top of the prior mentioned rod were three wooden panels, painted white and lettered "Go To The Right."<sup>47</sup> Eventually, 12 Silent Policemen were placed on duty at various intersections throughout the city.

Several weeks after the introduction of the Silent Policeman City Council passed a traffic ordinance which created the first one way street in Lancaster. This ordinance was passed on December 18, 1916, signed by Mayor Trout at 9:10 the following morning and pursuant to instructions of





*Semaphore in operation on N. Queen Street at Penn Square during the latter part of the 1920's. Courtesy of Lancaster City Police Department.*

*Traffic Control Tower Located in Penn Square from January 5, 1930 to June 2, 1943. Courtesy of Lancaster City Police Department.*



Mayor Trout, was put into operation by Chief of Police Walter G. Bushong at 2:00 P.M. the same day. In addition to making the first two blocks of N. Queen Street one way northward, between 8 A.M. - 10 P.M. except Sunday, the ordinance also limited parking to half hour periods in the two blocks and prohibited parking closer than 15 feet to a fire hydrant.<sup>48</sup>

Another mechanical device employed by the police department to control the ever increasing traffic, in the business district of the city, was a semaphore designed and built by motorcycle officer David N. Trapnell.<sup>49</sup> Forerunner of today's electrically controlled traffic signals, it was operated manually by the officers on duty at the various intersections in the central portion of the city. The exact date when the semaphores were first utilized is not known but presumably they were put into operation either when the traffic squad was formed or shortly thereafter. Credence for this theory is found in a news item which appeared in the Examiner - New Era on January 26, 1922, stating that Chief of Police Guy H. Eckman intended to replace the old type semaphore with a modern style.<sup>50</sup> Protection from the elements were not provided for officers operating these semaphores until January 19, 1924, when eight boxes, constructed at police headquarters, were placed into position on this date. Situated on the apex of the roof of these shelters were panels lettered "Stop" and "Go" which were attached to a steel rod and were rotated manually by the traffic officers.<sup>51</sup>

Lancaster's first automatic traffic signals were put into operation on September 19, 1925, at the following locations: East King and Lime, East King and Shippen and East Orange and Lime Streets. Approximately a month later traffic signals were in operation at every intersection, with the exception of Centre Square, on King Street from Manor to Shippen Streets; on Orange Street from Lime to Mulberry and on Chestnut Street from Lime to Mulberry.<sup>52</sup>

Lancaster's curb market, where farmers lined several mid town streets and sold their agriculture products directly from their wagons to the citizens of the community, was the next victim to fall prey to the city's quest for a solution to its traffic problems. Renowned for its quality products as far away as Philadelphia, it was removed from the city streets on January 1, 1927, thus eradicating a colorful tradition from the local scene which traced its origin to the year 1730.<sup>53</sup> To accommodate the farmers selling their wares who were displaced by this action, the city leased the southern market building, located at the corner of W. Vine and South Queen Streets.<sup>54</sup>

Electric traffic signals finally replaced the semaphores in Centre Square on January 5, 1930.<sup>55</sup> However unlike the other electric traffic signals in the city they were operated manually by an officer who sat in an octagonally shaped control tower located adjacent to the northeast corner of the monument, ten feet above ground level. Thus situated, the officer had a panoramic view of all the intersections radiating from the square and was, through independent circuits, able to relieve traffic congestion at anyone of these intersections.<sup>56</sup> On June 2, 1943, in conformance with the

other traffic signals in the city, the traffic lights in Centre Square were finally converted to automatic operation.<sup>57</sup> Several days later, on June 11, 1943, the traffic tower was dismantled and donated to the Lancaster American Legion Post 34, who moved it to Chestnut Level to be utilized as an airplane observation tower during World War II.<sup>58</sup>

Also in 1930, in addition to the installation of traffic signals in Centre Square, the main east, west traffic arteries were made one way streets on July 1st. On this date the portion of the Lincoln Highway which traversed the city in an east, west direction was made one way when King Street was changed to an eastern thoroughfare from Ruby to Franklin Streets. Also on the above date, Orange Street was altered to a one-way street with traffic flowing in a westerly direction, between Franklin and Ruby Streets.<sup>59</sup>

In a further effort to expedite the flow of traffic thru the city, all transit stops were removed from Centre Square on February 10, 1947, when the electric street railway cars of the Conestoga Transportation Company were replaced by motor buses.<sup>60</sup>

Ten years later, the next major change to the traffic pattern of Lancaster occurred on September 16, 1957. In an effort to relieve traffic congestion on the main north and south traffic arteries traversing the city, Queen and Prince Streets were made north and south thoroughfares respectively. Under this plan recommended by city traffic engineer, Robert M. Chryst, Prince Street became one-way south between Liberty and Conestoga Streets and Queen Street one-way north from Vine Street to McGovern Avenue.<sup>61</sup>

On October 5, 1964 at 4 a.m., the most drastic traffic change in Lancaster's history occurred when Chestnut and Walnut Streets were made one-way thoroughfares. Designed to alleviate traffic congestion on King and Orange Streets, Chestnut was made one-way east between College Avenue and Grofftown Road and Walnut became a western thoroughfare from Grofftown Road to College Avenue. In addition to the above changes, Grofftown Road became one-way northeast from Broad to Walnut Streets and New Holland Avenue one-way southwest between Plum and Walnut Streets.<sup>62</sup>

In August 1974, the latest in a series of one-way streets since this concept was first used in 1916, in Lancaster, appeared on August 29th when Charlotte and Mulberry Streets were made north and south thoroughfares respectively.<sup>63</sup>

### *The Prohibition Years*

**I**n terms of historical events, the Prohibition Era represents the most active period in the annals of the local police department. Similar to any organization with a long period of history associated with it, the city police department has its negative as well as its positive aspects. In reporting the negative phases of the department's history it is not the intent of the author

to be critical of any individual or the organization itself, but rather to report it as a fact of the department's chronicle.

From its inception in 1742 to 1922, Lancaster's law enforcement agency was a political pawn of the various political parties who gained control of the city government during the previously mentioned intervening years. This policy was changed on January 2, 1922 by Mayor Frank C. Musser, who believed that a person's political affiliations should not be a criterion for applicants who desired to join the city police department. Hence with the introduction of the civil service examination on the above date a practice which had existed for approximately 180 years came to an end.<sup>64</sup>

Also in the early months of 1922, in addition to the introduction of the civil service examination, Lancaster's police officers were issued new uniforms and armed with Colt .38 caliber revolvers, thus making the police force of 1922 the first group of police officers in the history of the department to carry side arms.

Lowest bidder for the contract awarded for uniforms was Watt & Shand who submitted the following bids: Patrolman, \$23.65; Sergeants, \$23.65; Traffic, \$24.95; Motorcycle, \$25.50; Caps, \$2.65; Puttees, \$5.50; Sam Brown Belts, \$2.85 and Chiefs uniforms \$25.20. Winning the contract for overcoats was the Arnacost Company who offered the following prices: Patrolman, Sergeants and Lieutenants, \$22.50; Traffic, \$22.90 and Motorcycle, \$18.58. H. B. Herr and Company was awarded the contract for the .38 caliber revolvers at a cost of \$17.50 each.<sup>65</sup>

Several months after the acquisition of the above equipment, the Lancaster Police Department inadvertently acquired its first policewoman. Prior to 1922, the female species of the human race had not penetrated, even temporarily, the male dominated ranks of the Lancaster Police Department. However during the waning hours of October 3, 1922, citizens of Lancaster who passed through the downtown section of the city on their way home were astonished to see a woman, dressed in a policeman's uniform, directing traffic at an intersection in the central part of the city. Reports of this strange phenomenon gradually filtered into police headquarters on Grant Street and the officer in charge, Lt. Samuel A. Hollow, immediately went to the intersection in question to investigate. Upon further investigation of this incident it was learned that a member of the force, who remained anonymous, had been invited to a party given by a vaudeville troupe which was appearing at a local theatre. As the party progressed a group of girls who were appearing in the show persuaded the officer to allow them to wear his uniform. After trying on the uniform one of the girls then proceeded to the above mentioned intersection. During the investigation it was also discovered that one and possibly two other officers attended the party. Following the conclusion of the probe one of the above officers resigned from the force.<sup>66</sup>

Several months later, on March 26, 1923, Agnes T. Ferriter became the first officially acknowledged policewoman of the Lancaster City Police

Department and served in this capacity until her retirement on March 31, 1946.<sup>67</sup> In addition to being the first policewoman to serve on the city police force she was also the first woman to hold this position in the state.<sup>68</sup>

On March 26, 1927, it was divulged that a system of identification for prisoners had been in use by the local police during the past year. Founded by City Detectives Daniel Shaub and William Sullenberger, every prisoner who was suspected, charged or convicted of a felony was processed under this new plan. In addition to being photographed and fingerprinted, a complete biography of each prisoner was obtained to which he affixed his signature. Three copies were made of all the information obtained. Two copies of the foregoing were retained by the city police department for future reference while one copy was sent to the National Identification Bureau in Washington D. C.<sup>69</sup>

Lancaster's police department like many law enforcement agencies during the prohibition era, was lax in the extreme in their enforcement of the prohibition laws. Allegations have been made that many members of the force at this time were receiving pay offs from Morris "Max" Hassel, reputed beer baron of Lancaster. Hassel, a native of Reading, was later killed in a gang war in New Jersey.<sup>70</sup>

It was during this period of time that the only Lancaster City policeman, Lt. Elwood Gainor, to lose his life in the pursuance of his duties was found murdered near Sharon Hill, Delaware County, Pennsylvania, on March 29, 1927.

Gainor, a machinist by trade, was born in Harford County, Maryland on June 22, 1890 and joined the city police department on January 2, 1922, as a desk sergeant. Six months later he was made a duty sergeant and a few months prior to his death he and Blaine Silvius were promoted to the rank of lieutenant.<sup>71</sup> It is alleged that the reason for Lt. Gainor's murder was his inability to compromise with certain city officials and members of the police department who were receiving pay off money from bootleggers and other underworld characters operating in the city. The persons directly responsible for Lt. Gainor's death have never been apprehended and the case to this day is officially listed as unsolved. Although no arrests were ever made relevant to this case it has been alleged that the identities of all the persons involved in this crime were "unofficially" known by the local authorities.<sup>72</sup>

Another aspect of this case was the suicide of Corporal Arthur Fox of the Pennsylvania State Police on September 24, 1928. Fox, who had been working on the Gainor case in conjunction with City Detectives Daniel Shaub and William Sullenberger since March, 1927, was the latest in a series of unexplained deaths relative to this case. Earlier in the year an underworld character known as "Little Augie" who Fox suspected as knowing something pertaining to the Gainor case was killed in a gang war. About a month later State Police Corporal Alexander Bernishky who aided Corporal Fox during this investigation also died under mysterious circumstances. Although both Fox's and Bernishky's deaths were officially listed

as suicides there were many people who believed that they were the victims of the men that they pursued in this case.<sup>73</sup>

In May, 1928, the city and county law enforcement agencies began a co-ordinated effort to stamp out the slot machines that were prevalent in the community during the prohibition era. Faced with the prospect of bankruptcy the Radio Mint Company, manufacturer of these gambling devices, secured a temporary injunction on May 11, 1928 that restrained the police from confiscating these machines and arresting their owners as violators of the gambling laws.

In response to this action, Mayor Frank C. Musser and Lancaster County District Attorney Sumner V. Hosterman publicly proclaimed their determination to continue their efforts to eradicate these gambling devices from the community.<sup>74</sup>

A few weeks later, on June 4th, the Radio Mint Company withdrew its injunction against the city police department and County Detective C. Arthur Forrest. After this bill of equity was rescinded by the local court the police resumed their war on slot machines but were apparently unsuccessful because four years later Chief of Police Guy H. Eckman's successor would be forced to resign his position over this issue.<sup>75</sup>

**T**he last innovation introduced by the Lancaster City Police Department during this period of time was the formation of the School Safety Patrol in September, 1930.

Formed in conjunction with the Lancaster Automobile Club and the city school authorities, the concept of the school patrol was tested at the East and West Junior High Schools and the South Prince Street and Ann Street Elementary Schools. After being successfully tested at the above mentioned schools the plan was adopted for all the schools in the city. In charge of organization and supervision of these safety patrols were Sergeant R. G. Kamm and Patrolman David Kauffman.<sup>76</sup>

The city in 1932 was still experiencing a decline in its moral values, with vice and gambling being virtually unchecked.

Included among the gambling devices were the slot machines which Mayor Frank C. Musser had attempted to obliterate from the local scene in 1928. The fact that slot machines still existed in the city in 1932, proved to be an unfortunate factor for Chief of Police Raymond Whitcomb who had replaced Guy H. Eckman as head of the police department in 1930. These slot machines were to be directly responsible for Chief Whitcomb's suspension and subsequent resignation as Chief of the Lancaster City Police Department. In addition to contributing to Chief Whitcomb's resignation these slot machines were also to precipitate an investigation into the police department that was to cause the biggest scandal ever to hit the city police force.

Whitcomb, charged with extorting \$10 per week slot machine "protection" money from a local hotel operator was granted a public hearing to

clear himself of this accusation but submitted his resignation prior to the hearing.

Charges were also made by a local resident that he observed two city policemen repairing slot machines at a roadhouse operated by Sammy Scalleat, reputed slot machine "king" of Lancaster. Another complaint received from irate citizens was that city policemen were reserving parking spaces on North Queen Street for known racketeers of the community.<sup>77</sup>

After suspending Chief Whitcomb as head of the city police department on March 17, 1932 and placing Lt. Ray B. Charles in temporary command, Mayor T. Warren Metzger was faced with the monumental task of selecting someone who was capable of bringing order out of the chaotic condition which existed in the city's law enforcement agency.

Selected to reorganize and restore the public's confidence in the city's police force was Lt. Colonel Daniel B. Strickler, a World War I veteran and state legislator. Appointed as Commissioner of Police on April 5, 1932, Strickler submitted a plan to Mayor Metzger and City Council a few days later for reconstructing the police department. Commissioner Strickler embarked upon his plan by immediately demoting three commanding officers of the force to patrolmen and temporarily assigning five other officers to fill the void created by these demotions.<sup>78</sup>

Although Daniel Strickler was Commissioner of Police for only a period of approximately eight months, he was successful in this short period of time with achieving his primary goals of reorganizing the police department and stopping the sale of illegal alcohol in the city.<sup>79</sup> On November 11, 1932, Commissioner Strickler submitted his resignation, to become effective on December 1st, and returned to his private law practice.<sup>80</sup>

Unable to find a suitable nominee to replace Colonel Strickler, Mayor Metzger assumed command of the police department on December 1, 1932.<sup>81</sup> Twelve days later, Edward J. Rhoads was appointed Commissioner of Police and began his official duties on December 15. Prior to becoming Commissioner, Rhoads had been employed as a foreman for PP&L. Edward Rhoads was the second member of his family to serve on the city police force, his father having served on the force in the early years of the century.<sup>82</sup>

Approximately a year after Commissioner Rhoads took over the rein of the local police department a semblance of law and order returned to Lancaster and the nation, when the 18th amendment to the Constitution was repealed on December 5, 1933.

### *Electronic Equipment*

**L**ancaster's police department today is equipped with a variety of electronic devices to aid them in the intricate task of solving various offenses committed within the city. However prior to 1888, the local police force did not possess any of the modern day electronic wizardry.

The first electronic device to be employed by the local police depart-

ment was the telephone, which after being given what Chief of Police Edwin S. Smeltz termed a fair trial, was officially sanctioned on December 7, 1888. By using the telephone to report to the station house during the day time officers were able to remain in their respective districts during their tour of duty, thus providing protection at all times.

Also at this time Mayor Edward Edgerley devised a plan whereby police officers working during the night would report to the Sergeants who met them on the streets at different times and locations, thus enabling the officers to remain in their respective wards during their tour of duty.<sup>83</sup>

Approximately four years later on October 1, 1892, through the efforts of Chief of Police George M. Borger, the police signal telephone system was inaugurated in concurrence with the police patrol wagon. In addition to providing a means of contacting the station to summon the patrol wagon, the police signal telephone was also used by the officers to report to police headquarters. With the introduction of the police telephone complex officers were able to report directly to the station house anytime of the day or night, thereby providing a reliable means of communication between the officers and police headquarters.

Thirty - eight years later, on January 1, 1930, the next electronic communication device was added to the local police department when it was tied into a state - wide teletype system. Connected with 90 other municipal police departments and State Police Headquarters in Harrisburg, the local law enforcement agency was able to send or receive any messages relevant to any criminal offenses committed within the state. Although officially put into service on the above date, the local police department received its first message over the system on December 9, 1929.<sup>84</sup>

Approximately five years after the teletype system became operational, two Chevrolet sedans were purchased to be utilized as patrol cars. Beginning service in the latter part of 1935, they were initially used only between the hours of 8 p.m. and 8 a.m.<sup>85</sup> Two years after their introduction, mobile radio equipment was installed in the patrol cars to enable them to remain in constant contact with police headquarters.<sup>86</sup>

Although the motorcycle was introduced by the local police department in 1911, they were not equipped with the mobile radio units until March 23, 1956.<sup>87</sup>

Six years later, the first steps toward modernizing the local police radio network were taken on August 3, 1962, when bids were received from Motorola C & E Inc., of Allentown, Pennsylvania and the Radio Corporation of America for transistorized radio transmitters and receivers.

Bids on the main base station with 250 watts of power output were; Motorola \$1,944 and RCA \$1,649. The two companies also submitted bids to provide the local police department with a 25 watt auxiliary base station plus ten mobile units for police cruisers. Bids for these items were Motorola, \$9,191 and RCA \$6,506.

Motorola also submitted bids on two radiophones, five motorcycle radiophones and two small receiver-transmitters to be utilized by patrol-



men. Total costs of these items were \$6,170.<sup>88</sup>

Five days later, Motorola C & E Inc., of Allentown was awarded the contract to provide the local police department with radio transmitters and auxiliary equipment for a total cost of \$16,480.

With the purchase of this equipment, the local law enforcement agency was able to comply with a Federal Communications Commission directive to switch to a narrower and more selective wave length.<sup>89</sup>

Approval for this new wave length was received on August 27, 1962, when the local police were assigned a frequency of 154.875 megacycles.<sup>90</sup>

Upon receipt of their new radio equipment during the first week of October 1962, the city police department was provided with a reliable means of instant communications between patrolmen, cruisers, motorcycles and police headquarters.<sup>91</sup>

In the early months of 1965, two more "Handie-Talkie" radios were purchased to supplement the two walkie-talkies procured in 1962, when the police department made the transition from vacuum tube to transistorized radio equipment.<sup>92</sup>

By 1967, the radio network installed in 1962 had become obsolete and the need to replace it with a modern system was imperative.<sup>93</sup>

On September 25, 1968, it was announced that a contract for a new communications center for the police department had been awarded to the General Electric Company, who submitted the low bid of \$16,283 for the project.<sup>94</sup>

With the inauguration of service over the new communication center in mid November 1969, several innovations were added to the police radio network. Among these were the ability to monitor state police calls, a time punch card system to record each call and a second frequency, primarily for use by the detective bureau. Another unique feature of the new system was a status report board whereby the dispatcher was able to determine at a glance which patrol cars were in service and their locations.<sup>95</sup>

The latest improvement to the police radio communications network occurred in the latter part of June, 1972, when the present system was put into service.

Built at a cost of \$44,000, by funds received from the federal government through the Safe Streets Act, the two-man console featured a scrambler unit to allow classified information to be broadcast over the airway. In addition to the scrambler unit which made messages indiscernible to anyone without a decoding unit, the complex also had an instant replay system to clarify a name or address if a call for help was received at police headquarters.

Also incorporated into the system is a slide projector which displays a visual picture on a large screen of buildings and apartment complexes within the city so the dispatchers can direct patrol cars to certain areas of the aforementioned sites.<sup>96</sup>

Five years after the transition of the police radio network to transistor-

ized equipment, the local police department incorporated a new system for filing reports.

Beginning service on September 5, 1967, the remote dictation system saved the officers innumerable hours in filing their reports. With the introduction of the automatic message recorder the police officer would merely phone in his report by dialing the recorder, plus his badge number to identify himself. After waiting for the recorder's "ready tone" the officer would then narrate his message to the recorder, which would be typewritten the following day by a secretary.<sup>97</sup>

Although the automatic message recorder offered obvious advantages to the patrolmen touring their assigned districts, it had some serious disadvantages. One of these was the fact that after making his report he was the only one aware of certain situations that existed until his report was transcribed. To rectify this problem, the present system of reporting was initiated on October 1, 1972.<sup>98</sup> By utilizing this method of reporting, the officer while making out his report automatically makes a master copy which is then used to print copies to be distributed to the various bureaus of the police department.

Several months after the automatic message recorder became operational, the city and Wells Fargo Protective Service signed a contract whereby Wells Fargo would provide burglar alarm service to Lancaster City and its suburban areas.

After the signing of the aforementioned Contract on April 25, 1968, Wells Fargo installed their alarm system in numerous residences and business establishments in the community. Customers utilizing this service were required to pay for the installation of the alarm plus an annual rental fee.

Designated to monitor the alarm system, on a 24 hour basis, the Lancaster Police Department answers all calls within the city and notifies appointed representatives of suburban customers when an alarm is received in their district.<sup>99</sup>

Approximately three years later, on January 1, 1971, the Communications, Records and Jail Section of the Bureau of Police became operational.<sup>100</sup>

On October 1st of the following year, four new mechanical files and microfilm equipment were added to the Records Division to provide a more efficient means of keeping records and also to save space.<sup>101</sup> Records of criminals, accidents and juvenile arrests are kept on file for a period of three years, after which they are microfilmed and filed in a special section of the records room.

In mid 1971, a new communications system known as the Commonwealth Law Enforcement Network replaced the teletype system that had been in service with the local police department since January 1, 1930.

The nerve center for this system, which is valued at \$5 million and leased from Univac Time Computers, is located at Hershey, Pennsylvania.

With the introduction of CLEAN, as it is commonly referred to, officers requesting information on vehicles or persons have their answers within seconds as opposed to the 5 minutes to 2 hour limit with the teletype system. CLEAN in addition to providing information at the state level is also linked to the FBI's National Crime Information Center in Washington, D.C., thus it is capable of providing the local police with interstate information on stolen vehicles, guns and wanted persons on a national scale.<sup>102</sup>

On November 1, 1972, the parking ticket that was introduced in Lancaster in March 1917, was computerized. The main reason for this transition was to speed up the process of sending delinquent parking tickets and issuing notices to the offenders. Prior to computerizing the tickets, police personnel were required to search the files and mail delinquent letters.

Under the computerized method, the parking ticket is issued in triplicate with one each going to the city data processing center, the police files and the mis-parked vehicle. If the ticket is unpaid within 15 days, the computer automatically locates it, types out the notice and inserts the ticket into an envelope for mailing.<sup>103</sup>

Four years later, in November 1976, two small electric vehicles were purchased to supplement the Cushman gasoline scooters utilized by the meter maids and street cleaning escorts.

Purchased at a cost of \$3,300 each from the Sebring Vanguard Incorporation of Miami, Florida, the vehicles are capable of operating for a period of 45 hours after which their eight six volt batteries require an eight hour recharge.

In addition to the environmental benefits derived from their operation, the electric cars are operated for a nominal cost of one cent per mile as opposed to the six cent per mile cost for the gasoline powered scooters.<sup>104</sup>

The latest electronic innovation introduced by the local law enforcement agency occurred in the early part of 1977, when the CRT or Cathode Ray Tube was put into service.

Linked to a computer in city hall where information is stored relative to police business, employees of the Record Section are able to obtain data on police tickets, police assignments, warrants, purchase orders and bike registrations, all within a matter of seconds.

Although the addition of the various electronic devices added to the local police department through the years has helped to make it more efficient, the final determining factor is still the personnel employed by this organization. Fortunately for Lancaster, the police department is staffed with conscientious and capable individuals, hence through their efforts Lancaster has one of the lowest crime rates in the nation.

Prior to 1913, Lancaster's police officers in addition to performing their normal functions as patrolmen and traffic officers, were also required to investigate robberies and burglaries that were committed within the city. In an effort to relieve the officers of this time consuming burden and enable them to devote their full time to their normal duties, Chief of Police Walter G. Bushong created the Detective Bureau in November 1913.

Assigned to serve as the first detective of the local law enforcement agency was Charles Henry Smith who had joined the police department in 1907, as a patrol wagon driver.

Several weeks later, in January 1914, Smith was joined in the performance of his duties by Harry D. Young. Young had originally been employed as a patrolman in 1903, but after serving on the local police force for an undetermined period of time quit to become a carman for the Conestoga Traction Company. He was re-appointed to his former position as a patrolman on April 1, 1912 by Mayor Frank B. McClain and served in that capacity until his appointment as a detective in 1914. Young continued to serve as a detective until his death on December 6, 1919, at the age of fifty-one.<sup>104</sup>

Peter J. Bauer, a member of the local law enforcement agency since July 1, 1916, replaced Harry Young as Smith's partner in the Detective Bureau on January 19, 1920.<sup>105</sup>

Approximately two years later, Smith and Bauer were replaced as detectives when Mayor Frank C. Musser appointed Howard W. Anderson and Edward A. Holman to fill these positions on January 2, 1922.<sup>106</sup>

Three years later, Howard Anderson acquired two new partners when Albert F. Montgomery, who was destined to become Chief of Police between the years 1934 - 1938, and George Washington Parmer were appointed as detectives.

George Parmer's tenure as a city detective was short lived due to fatal injuries incurred in an automobile accident on June 25, 1926. Surviving the accident, Parmer died four days later, on June 29, 1926. A veteran of World War I, Parmer was born on June 20, 1893 and enlisted in the army on November 12, 1912, thus subsequently serving with the Expeditionary Force in France. Honorably discharged on November 24, 1919, he was appointed to the local police department as a patrolman on January 2, 1922.<sup>107</sup>

Replacing George Parmer was William H. Sullenberger who was assigned to the Detective Division on August 19, 1926. Sullenberger was one of the original members of the police department appointed by Mayor Frank C. Musser when his Coalition Party assumed control of the city government on January 2, 1922. During the investigation of the city police department in 1932, Sullenberger was made Acting Captain of Police and was subsequently named Secretary of Police in 1934. In 1938 he was promoted to Captain of Detectives, a position he retained until his retirement from the police department on July 1, 1944.

Also retiring from the local police force in 1944, was Detective John Kauffman who joined the department on December 26, 1923. Kauffman who retired on June 24, 1944, was the first officially acknowledged fingerprint expert of the Lancaster City Police Department.<sup>108</sup>

The first qualified fingerprint expert of the department to be recognized by the local courts was Detective Paul R. Cogley, who was later fated to become Captain of Detectives. In addition to being a fingerprint expert, Cogley was also responsible for founding the system utilized by the local police whereby known criminals of the community are classified by their modus operandi. By using this system, the police are able to narrow their list of suspects and thereby often apprehend the criminal in a reasonably short period of time.

Although the rogue's gallery and fingerprint section of the police department was originated by Detectives Daniel Shaub and William H. Sullenberger in 1926, Mayor Frank B. McClain advocated the establishment of a rogue's gallery and a Bertillon system for the local police department in 1910.<sup>109</sup>

During the Prohibition Era, the Detective Bureau was engaged in the investigation and suppression of the illegal sale and manufacturing of alcohol in the city.

One of the more notable raids conducted by the local police during this period of time occurred on December 17, 1931, when Detective Daniel Shaub led a raiding party on a \$100,000 illicit distillery located at 214 North Queen Street. Upon entering the still via a composition board partition located on the third floor level of the elevator shaft, the raiding party of five found the distillery in full operation.<sup>110</sup> Reputed owner of the distillery which had a daily capacity of 2,500 gallons was Max Hassel, the millionaire Reading newsboy.<sup>111</sup>

The building in which the still was located was known locally as "The Mint." It was given this name because the nationally renowned Jacobs - Kendig counterfeiting ring utilized this building as its headquarters until broken up by the local police in the early 1900's.<sup>112</sup>

Several years later, during World War II, the Detective Bureau in cooperation with the Federal Bureau of Investigation conducted numerous investigations on subversive activities in the city. In connection with these investigations, the Detective Division assisted the F. B. I. on a large number of raids on homes of aliens residing in Lancaster and confiscated many articles of contraband. Also during this period of time, the Detective Bureau was requested by the Federal Authorities to investigate local individuals joining the Armed Forces or applying for work in defense plants.<sup>113</sup>

Fifteen years after the termination of World War II, Lancaster like many cities in the United States encountered its first serious problems with drugs. Although the first arrest in Lancaster for this violation occurred in 1923, the problem never reached serious proportions locally until 1960.

With the advent of drugs on the local scene also came a parallel in-

crease in the number of burglaries, robberies and thefts in the community. The number of crimes in these three categories has increased so much in the past few years that the Street Sergeants from the Patrol Division are assigned to the Detective Bureau, on a three month rotating period, to conduct the preliminary investigations on these crimes. After the initial investigation is completed on these crimes they are forwarded to Captain of Detectives Walter T. Goeke, who assigns the probe to one of the members of the Detective Division.

Present personnel of the Detective Division in addition to Captain Goeke are: Lt. Joseph P. Geesey; Lt. Ralph B. McComsey; Sgt. James L. Benedict; Sgt. Jere P. Crump; Sgt. Bernard G. Grimm; Sgt. Herman W. Simms; Sgt. Jan G. Walters; Det. 2nd Class James M. Breneman and Det. 2nd Class Harry N. Mellinger.

In 1974, the local law enforcement agency acquired a polygraph to aid the Detective Bureau in the suppression of crime in the city. Qualified to operate this piece of equipment are two juvenile officers and two detectives. Although the primary function of this instrument is to check on the validity of statements made by suspects of crimes, the machine is also used for pre-employment tests of individuals desiring employment with the local police department. Another purpose of the polygraph is to check on persons suspected of filing false reports of crimes.

Prior to March, 1975, modern crime detection equipment in the Detective Division with the exception of a camera, fingerprint outfit and the polygraph were virtually non-existent. During the aforementioned period of time the local law enforcement agency received a \$19,000 federal grant to purchase badly needed crime fighting equipment for the Detective Bureau. With this money, administered by the Governor's Justice Commission, the Detective Bureau purchased thirty new pieces of equipment to aid them in the solving of crimes.

In addition to being utilized by the city detectives, this equipment is also made available to other police agencies in close proximity to the city.

Included among the various pieces of equipment acquired under this grant are a Photo - Fit Kit; Master Blood Test Kit; Gunpowder Particle Detection Kit; Erase Writing Detection Kit and a TV Camera and Monitoring Unit.

As testament to the fine work and presentation of their cases in court, the Detective Bureau today enjoys an almost 100 per cent conviction rate of their cases brought before the local courts. Further testimony is found in the fact that Lancaster has one of the lowest crime rates in the nation.<sup>114</sup>

## APPENDIX A

*Chiefs of Police*

<i>Name</i>	<i>Title</i>	<i>Year</i>
Alexander Gibony	High Constable	1742 - 1744
Joseph Pugh	Chief Constable	1744 - 1760
Mathias Bough	Chief Constable	1760 - 1764
Stophel Franciscus	Chief Constable	1764 - 1768
Peter Roblet	Chief Constable	1768 - 1774
Jacob Weber	High Constable	1774 - 1777
Peter Crow	High Constable	1777 - 1778
Peter Bollinger	High Constable	1778 - 1783
Henry Stauffer	High Constable	1783 - 1804
Elias Albright	High Constable	1804 - 1812
Paul Dewees	High Constable	1812 - 1815
Adam Dellet	High Constable	1815 - 1820
George Stauffer	High Constable	1820 - 1821
Benjamin Briceland	High Constable	1821 - 1822
Jonathan Hinkle	High Constable	1822 - 1825
George Stauffer	High Constable	1825 - 1828
Anthony Burns	High Constable	1828 - 1833
Michael McGrann	High Constable	1833 - 1835
Thomas C. Wiley	High Constable	1835 - 1840
John Myers	High Constable	1840 - 1842
William Shuler	High Constable	1842 - 1843
Adam Dellet	High Constable	1843 - 1844
John Myers	High Constable	1844 - 1845
Joseph Brintnell	High Constable	1845 - 1848
John Myers	High Constable	1848 - 1856
Joseph Brintnell	High Constable	1856 - 1860
John Myers	High Constable	1860 - 1862
Samuel Huber	High Constable	1862 - 1865
Charles R. Frailey Esq.	Chief of Police	1865 - 1867
Charles R. Frailey Esq.	Captain of Police	1867 - 1869
Samuel Huber	Captain of Police	1869
John K. Rutter	Captain of Police	1869 - 1872
Philip L. Sprecher	Captain of Police	1872 - 1877*
John Pontz	Captain of Police	1877 - 1884
Joel L. Haines	Captain of Police	1884 - 1886
Sherwood Smith	Captain of Police	1886 - 1888
Edwin S. Smeltz	Chief of Police	1888 - 1890
George M. Borger	Chief of Police	1890 - 1894
Henry Hartley	Chief of Police	1894 - 1898
J. Fred Fisher	Chief of Police	1898 - 1900
Harry M. Herr	Chief of Police	1900 - 1904
Walter G. Bushong	Chief of Police	1904 - 1922
Guy H. Eckman	Chief of Police	1922 - 1930

\* R.A. Smith served for a short period of time as Chief of Police in 1872

<i>Name</i>	<i>Title</i>	<i>Year</i>
Raymond Whitcomb	Chief of Police	1930 - 1932
Daniel B. Strickler	Commissioner of Police	Apr. 5 - Dec. 1, 1932
Edward J. Rhoads	Commissioner of Police	1932 - 1934
Albert F. Montgomery	Chief of Police	1934 - 1938
Albert Carlson	Commissioner of Police	1938 - 1950
Fred G. McCartney	Commissioner of Police	1950 - 1958
William B. Hershner	Chief of Police	1958 - 1962
Albert A. Farkas	Chief of Police	1962 - 1966
David M. Rineer	Chief of Police	1966 - 1972
Wilmer A. Hoover	Chief of Police	1972 -

## NOTES

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4. *Lancaster Intelligencer* - April 9, 1867.
5. *The Daily Evening Express* - May 8, 1867.
6. *Lancaster Intelligencer* - May 24, 1867.
7. *The Daily Evening Express* - October 3, 1867.
8. *Ibid.*, December 6, 1867.
9. *Ibid.*, March 3, 1870.
10. *Ibid.*, April 16, 1870.
11. *History of the Lancaster Police Department 1742-1942* by Myron H. Boettner.
12. *Lancaster Intelligencer* - June 8, 1871.
13. *Ibid.*, June 7, 1872.
14. *Ibid.*, December 4, 1873.
15. *Ibid.*, April 7, 1874.
16. *Ibid.*, May 12, 1874.
17. *Lancaster Daily Intelligencer* - October 1, 1874.
18. *Annual Report of the Chief of Police 1897*.
19. *Ibid.*, 1899.
20. *The Daily New Era* - April 6, 1911.
21. *Ibid.*, May 4, 1911.
22. *Lancaster New Era* - November 2, 1955.
23. *History of the Lancaster Police Department 1742-1942* by Myron H. Boettner.
24. *Annual Report of the Chief of Police 1889*.
25. *Ibid.*, 1891.
26. *History of the Lancaster Police Department 1742-1942* by Myron H. Boettner.
27. *The Daily Examiner* - July 6, 1892.
28. *Ibid.*, October 3, 1892.
29. *Ibid.*, November 3, 1892.
30. *Ibid.*, March 2, 1893.
31. *Ibid.*, June 8, 1893.
32. *The Daily New Era* - June 11, 1915.
33. *Ibid.*, June 2, 1910.
34. *Ibid.*, August 19, 1915.
35. *City Council Journal 1918* page 74.
36. *The Daily New Era* - March 2, 1916.
37. *Ibid.*, October 25, 1916.
38. *Files of the Lancaster City Police Department*
39. *City Council Journal 1895* page 22.
40. *History of the Lancaster Police Department 1742-1942* by Myron H. Boettner.
41. *Annual Report of the Chief of Police 1899*.
42. *The Lancaster Daily Examiner* - March 5, 1902



43. *Ibid.*, June 4, 1902.
44. *The Lancaster Intelligencer* - August 21, 1911.
45. *The Daily New Era* - June 5, 1914.
46. *The Lancaster Intelligencer* - February 24, 1915.
47. *The Daily New Era* - October 27, 1916.
48. *Ibid.*, December 19, 1916.
49. *Lancaster New Era* - December 2, 1975.
50. *Examiner - New Era* - January 26, 1922.
51. *Lancaster New Era* - January 19, 1924.
52. *Sunday News* - September 20, 1925.
53. *Ibid.*, January 21, 1940.
54. *Lancaster New Era* - November 30, 1926.
55. *Sunday News* - January 5, 1930.
56. *Lancaster New Era* - December 30, 1929.
57. *Ibid.*, June 1, 1943.
58. *Ibid.*, June 10, 1943.
59. *Ibid.*, July 1, 1930.
60. *Ibid.*, January 27, 1947.
61. *Ibid.*, August 13, 1957.
62. *Ibid.*, October 5, 1964.
63. *Ibid.*, August 29, 1974.
64. *City Council Journal 1922* page 138.
65. *Ibid.*, p. 221.
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70. *Memoirs* by General Daniel B. Strickler.
71. *Lancaster New Era* - March 29, 1927.
72. *A History of Brewing in Lancaster County, Legal and Otherwise* by Charles O. Lynch and John Ward Willson Loose, Note 57 Chapter VI.
73. *Lancaster New Era* - September 25, 1928.
74. *Ibid.*, May 12, 1928.
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82. *Ibid.*, December 13, 1932.
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84. *Lancaster New Era* - December 11, 1929.
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86. *Ibid.*, January 3, 1938.
87. *Lancaster New Era* - March 23, 1956.
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98. *Annual Report of the Chief of Police 1972*.
99. *Intelligencer Journal* - April 26, 1968.
100. *Annual Report of the Chief of Police 1971*.
101. *Ibid.*, 1972.
102. *Sunday News* - March 28, 1971.

103. *Lancaster New Era* - October 31, 1972.
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106. *City Directory 1923 - 1924*.
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108. *Ibid.*, June 19, 1944.
109. *The Daily New Era* - June 2, 1910.
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111. *Ibid.*, December 19, 1931.
112. *Ibid.*, December 18, 1931.
113. *Annual Report of the Chief of Police 1943*.
114. *Interview with Capt. of Detectives Walter T. Goeke*, November 25, 1977.

### *About the Contributor*

Richard D. Shindle was born in Lancaster, Pennsylvania in 1933, a son of Elizabeth Burns Shindle and the late Howard W. Shindle. He attended the public schools of Lancaster and is a graduate of McCaskey High School class of 1952. He is a member of the Lancaster County Historical Society for 10 years and contributed an article to the *Journal* entitled, "The Conestoga Traction Company, 1899-1931", which appeared in Volume 80, No. 1, 1976. His interest in history also led to the completion of a Shindle Family genealogy, a copy of which is in the library of the Society.

Mr. Shindle is employed in the Mechanical Department of Armstrong Cork Company and resides with his family in Lancaster. □