

OH, THE TRAFFIC!
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Like many Villages the Village of Moscow had to deal with traffic problems. Horse racing and farm boys racing tractors on Main Street were a common occurrence. Problems increased with the invention of motorized vehicles. Automobiles were becoming more common and were even sold in Moscow. The Bottsford & Curtis Store had advertised that they will close out the entire stock of buggies. Traffic increased as people traveled to sight-see and explore. In 1911 a large car tour took place from Rochester to Geneseo, Mount Morris, Moscow, Warsaw and other surrounding Towns.

In 1907, the Village enacted ordinances for traffic control. Ordinance no.3 prohibited bicycle riding on Village sidewalks. Ordinance no.4 prohibited the operation the of any motor vehicle, automobile, motorcycle, or motor bicycle on any street, lane, alley or public place at a speed greater than one mile in six minutes, Ordinance no.11 prohibited the driving, riding, or leading of any horse or animal upon the Village sidewalks, or drive or ride a horse at an immoderate rate of speed. Ordinance no.14 made it unlawful for any person to drive or propel a traction engine or any engine of any description upon the walks or crosswalks without first proper protection of the said walk or crosswalk with planks.

At a 1922 Village meeting “The President appoint a Committee to look after the speeding through our Corporation and the Committee instructed to take whatever means they see fit to stop it”. In 1923 Raymond Hudson was appointed Motorcycle Patrolman at a rate of seventy-five cents an hour and furnish his own conveyance. Mr. Hudson failed to qualify, and Herbert Barkley was appointed at a rate of \$1.00 an hour and furnish his own motorcycle, maintain it, and furnish his own revolver. The Village erected speed limit signs in 1922.

In January 1928 the Rochester Harley Davidson Corp. contacted the Village to suggest the handling of traffic in a modern way with a motorcycle and wished to demonstrate the Policeman’s Mount used by the State Troopers. At the February 1928 Village Board meeting, Samuel Redmond and Ray Hudson were appointed to a Committee to arrange the purchase of a motorcycle and report to the Board the cost. At the March 1928 Village Board meeting a motion was made to withdraw funds from the Police Fund to purchase a motorcycle. Samuel Redmond was appointed Traffic Cop in April 1928.

At the July 1928 Village meeting a decision was made to disperse with the service of a Motorcycle Patrolman effective July 7th or July 14th and that there was no other use for a motorcycle. The Harley Davidson Corp. was contacted about options for disposing of the motorcycle.