

REGULAR MEETING

The Common Council of the City of Indianapolis, met in the Council Chamber, Monday evening, January 15, 1923, at 7:30 o'clock in regular session, President John E. King in the chair.

Present: The Hon. John E. King, President of the Common Council and eight members, viz.: Messrs. Bernd, Bramblett, Buchanan, Clauer, Claycombe, Ray, Thompson and Wise.

Mr. Bramblett moved that the reading of the Journal be dispensed with. Carried.

COMMUNICATION FROM THE MAYOR

January 3, 1923

To the President and Members of the Common Council of the City of Indianapolis, Indiana:

Gentlemen—I have today approved, signed and delivered to John W. Rhodehamel, City Clerk, the following Ordinances:

GENERAL ORDINANCE No. 131, 1922—An Ordinance approving a certain contract granting The Spickelmier Fuel and Supply Company the right to lay and maintain a sidetrack or switch, from a connection with the yard track of the Pennsylvania Railroad across South Denny Street, according to the blue print attached, in the City of Indianapolis, Indiana.

GENERAL ORDINANCE No. 1, 1923—An Ordinance authorizing the City of Indianapolis to make a Temporary Loan or Loans, for the use of the Board of Health of the City of Indianapolis, Indiana, in anticipation of its current revenues and payable out of the current revenues of said Board of Health for the year 1923, authorizing the rate of interest to be charged therefor, providing for legal notice and fixing a time when the same shall take effect.

SPECIAL ORDINANCE No. 25, 1922—An Ordinance annexing certain territory to the City of Indianapolis, Indiana, and defining a part of the boundary line of said city, and fixing a time when the same shall take effect.

GENERAL ORDINANCE No. 2, 1923—An Ordinance authorizing the employment of an additional clerk in the City Clerk's office, under the Department of Finance, fixing the salary thereof appropriating the sum of Fifteen Hundred Dollars to the salary fund of the City Clerk's office under the Department of Finance, and fixing a time when the same shall take effect.

Very truly yours,

S. L. SHANK,

Mayor.

REPORTS FROM CITY OFFICERS

From the City Controller:

January 13, 1923

To the President and Members of the Common Council of the City of Indianapolis, Indiana:

Gentlemen—I hand you herewith a communication from the Board of Public Works asking for the passage of an Ordinance appropriating the sum of Thirteen Thousand Two Hundred Dollars (\$13,200.00) to a fund to be known as "Construction of a Concrete Pier to Replace Present North Pier of the Bridge over White River at Harding Street," under the Department of Public Works.

I respectfully recommend the passage of this Ordinance.

Yours truly,

JOSEPH L. HOGUE,
City Controller.

January 15, 1923

Mr. Joseph L. Hogue, City Controller,
Indianapolis, Indiana.

Dear Sir—I am directed by the Board of Public Works to submit for your approval and transmission to the Common Council, an Ordinance appropriating the sum of Thirteen Thousand Two Hundred Dollars (\$13,200.00) to a fund to be known as "Construction of a Concrete Pier to Replace Present North Pier of the Bridge over White River at Harding Street, under the Department of Public Works.

Yours truly,

GEO. O. HUTSELL,
Clerk Board of Public Works.

January 5, 1923

To the Board of Public Works.

Gentlemen—The money appropriated under Appropriation Ordinance No. 45, 1922, which was passed by the Common Council appropriating the sum of \$13,200.00 for the purpose of paying for the construction of a new concrete pier under the Harding Street Bridge over White River, reverted to the General Fund of the city at the end of 1922. In order to pay for this construction, it will be necessary to reappropriate the above sum and would recommend therefore that the City Attorney be directed to prepare an Ordinance similar to Appropriation Ordinance No. 45, 1922, for introduction into the Common Council.

Yours truly,

J. L. ELLIOTT,
City Civil Engineer.

Approved C. E. COFFIN,
W. H. FREEMAN,
M. J. SPENCER.

From the Corporation Counsel:

To the President and Members of the Common Council of the City of Indianapolis, Indiana:

Gentlemen—Herewith please find General Ordinance No. ———, 1923, with request of the Terre Haute, Indianapolis & Eastern Traction Company for passage of the same.

This Ordinance is drawn on an order made and approved January 5, 1923, by the Public Service Commission of Indiana in Cause No. 6696, before such Commission, the name and style of said cause being "In the Matter of the Petition of the Terre Haute, Indianapolis & Eastern Traction Company for Certificate of Convenience and Necessity."

In order that you may be fully informed in regard to the Commission's order, I am attaching hereto a copy of the same. Please have this returned to me for our files.

I regard the granting of this certificate of Public Convenience and Necessity, by the Commission, as of great importance to the City and surrounding community. It means that Indianapolis is to have three large power plants; that the interurban street railroads which come into and go out of our City can be supplied with adequate power; that the rural community surrounding the City can be served with electricity more fully; that the street car company can have the requisite power necessary for its extensions; that the five cent car fare can be maintained; that the car company can extend its lines to Broad Ripple and give to the people of Broad Ripple a five cent fare; that more power will be available for the commercial interests of our city; that eventually the large power users will benefit by the increased output; and that the general welfare of the whole city will be thereby better subserved.

I have carefully examined the various sections of this Ordinance and am of the opinion that the rights and liabilities of the City are fully safe-guarded by the provisions therein contained.

Therefore, I recommend the passage of this Ordinance.

Respectfully submitted,

TAYLOR E. GRONINGER,
Corporation Counsel.

To the President and Members of the Common Council of the City of Indianapolis, Indiana:

Gentlemen—The Terre Haute, Indianapolis & Eastern Traction Company a public utility corporation to which was granted a certificate of Public Convenience and Necessity by the Public Service Commission of Indiana, on January 5, 1923, hereby requests you to enact the attached General Ordinance No. ———, 1923.

Respectfully submitted,

TERRE HAUTE, INDIANAPOLIS & EASTERN
TRACTION COMPANY,

By Robert I. Todd,
President.

Dated at Indianapolis, Indiana,
this 15th day of January, 1923.

From the Board of Public Works:

January 12, 1923.

City Clerk, City of Indianapolis.

Dear Sir—I submit herewith for transmission to the Common Council, Switch Contracts granting the Terminal Building Corporation and Indianapolis & Western Railroad Company the right to lay and maintain the following sidetracks or switches:

TERMINAL BUILDING CORPORATION—

Two side tracks or switches from the Pennsylvania Railroad Company's yard track on the east side of Pennsylvania Street, south of Georgia Street, over and across Pennsylvania Street to the property of said company.

CINCINNATI, INDIANAPOLIS & WESTERN RAILROAD CO.—

Two side tracks on Concord Street paralleling the present main track over Concord Street at the point where the present main track intersects said Street.

Very truly yours,
GEO. O. HUTSELL,
Clerk Board of Public Works.

January 12, 1923.

To the Board of Public Works

Gentlemen—With return of the attached petition for a switch contract made by the Terminal Building Corporation for the right to lay and maintain two side tracks or switches from the Pennsylvania Railroad Company's yard track on the east side of Pennsylvania Street, south of Georgia Street, over and across Pennsylvania Street to the property of said company, would recommend that said petition be granted and contract executed and forwarded to the Common Council for their action.

Yours truly,

J. L. ELLIOTT,
City Civil Engineer.
C. E. COFFIN,
W. H. FREEMAN,
M. J. SPENCER.

January 12, 1923.

To the Board of Public Works.

Gentlemen—With return of the attached petition for a switch contract made by the Cincinnati, Indianapolis & Western Railroad Company for the right to lay and maintain two side tracks on Concord Street paralleling the present main track over Concord Street at the point where the present main track intersects said Street, would recommend that said petition be granted and contract executed and forwarded to the Common Council for their action.

Yours truly,

J. L. ELLIOTT,
City Civil Engineer.
C. E. COFFIN,
W. H. FREEMAN,
M. J. SPENCER.

From the City Engineer:

January 15, 1923.

To the President and Members of the Common Council of the City of Indianapolis, Indiana:

Gentlemen—There is attached fourteen copies of an Ordinance disannexing a portion of the City of Indianapolis near Raymond Street and Eagle Creek.

This disannexation is made for the purpose of putting all that portion of Kentucky Avenue at Eagle Creek, which is not improved, into the County so that the State Highway Department may improve it similarly to the portion lying west of the city line.

Yours truly,

J. L. ELLIOTT,
City Civil Engineer.

REPORTS FROM STANDING COMMITTEES

From the Committee on Finance:

January 15, 1923.

To the President and Members of the Common Council of the City of Indianapolis, Indiana:

Gentlemen—We, your Committee on Finance to whom was referred Appropriation Ordinance No. 54, 1922, entitled "an Ordinance appropriating the sum of Twenty-three Hundred and Thirty-nine and ninety-one Hundredths (\$2,339.91) Dollars from any unexpended funds to a fund to be known as the Indiana Engineering Company Fund for the purpose of paying for work done on the heating system at Tomlinson Hall, and declaring a time when the same shall take effect," beg leave to report that we have had said Ordinance under consideration, and recommend that the same be passed as amended.

L. CLAYCOMBE,
BEN H. THOMPSON,
WALTER W. WISE,
I. L. BRAMBLETT,
THEO. J. BERND,

January 15, 1923.

To the President and Members of the Common Council of the City of Indianapolis, Indiana:

Gentlemen—We, your Committee on Finance, to whom was referred Appropriation Ordinance No. 2, 1923, entitled "An Ordinance appropriating the sum of Nine Thousand and Three and 40/100 (\$9,003.40) Dollars from any unappropriated funds to, and for the use of, the Department of Public Works to a fund to be created and known as the "Broad Ripple Ornamental Street Lighting System Fund," and declaring a time when the same shall take effect," beg leave to report that we have had said Ordinance under consideration, and recommend that the same be passed.

L. CLAYCOMBE,
BEN H. THOMPSON,
WALTER W. WISE,
I. L. BRAMBLETT,
THEO. J. BERND,

January 15, 1923.

To the President and Members of the Common Council of the City of Indianapolis, Indiana:

Gentlemen—We, your Committee on Finance, to whom was referred Appropriation Ordinance No. 1, 1923, entitled, "An Ordinance appropriating the amount of Forty-five Thousand One Hundred Eighty-five (\$45,185.00) Dollars for the purpose of defraying current expenses of the City of Indianapolis, Indiana, for the purchasing of New Equipment for the Fire Fighting division of Fire Department under the Department of Public Safety for the fiscal year beginning January 1, 1923, and ending December 31, 1923, including all outstanding claims and obligations and fixing a time when the same shall take effect," beg leave to report that we have had said Ordinance under consideration, and recommend that the same be passed.

BEN H. THOMPSON,
L. CLAYCOMBE,
WALTER W. WISE,
I. L. BRAMBLETT,
THEO. J. BERND,

From the Committee on Parks:

January 15, 1923.

To the President and Members of the Common Council of the City of Indianapolis, Indiana:

Gentlemen—We, your Committee on Parks, to whom was referred Special Ordinance No. 2, 1923, entitled "An Ordinance annexing certain territory to the City of Indianapolis, Indiana, and defining a part of the boundary line of said City, and fixing a time when the same shall take effect," beg leave to report that we have had said Ordinance under consideration, and recommend that the same be passed.

L. CLAYCOMBE,
WALTER W. WISE,
I. L. BRAMBLETT,
THEO. J. BERND,

INTRODUCTION OF APPROPRIATION ORDINANCES

By the City Controller:

APPROPRIATION ORDINANCE No. 4, 1923

AN ORDINANCE appropriating the sum of Thirteen Thousand Two Hundred Dollars (\$13,200.00) to a fund to be known as 'Construction of a Concrete Pier to replace Present North Pier of the Bridge over White River at Harding street,' under the Department of Public Works, and declaring a time when the same shall take effect.

Be it Ordained by the Common Council of the City of Indianapolis, Indiana:

Section 1. That there be, and is hereby appropriated the sum of Thirteen Thousand and Two Hundred Dollars (\$13,200.00) to a

fund to be known as "Construction of a Concrete Pier to Replace Present North Pier of the Bridge over White River at Harding street." under the Department of Public Works for the purpose of building a new concrete pier to replace the present North Pier of said bridge, which has been undermined and it in an unsafe condition.

Section 2. This appropriation is a continuing appropriation, the aforesaid sum having been heretofore appropriated under Appropriation Ordinance No. 45, 1922, which Ordinance was duly passed by the Common Council on November 20, 1922; and as none of said appropriation was expended the whole of the said sum reverted to the General Fund at the end of the year 1922.

Section 3. This Ordinance shall be in full force and effect from and after its passage.

Which was read a first time and referred to the Committee on Finance.

INTRODUCTION OF GENERAL AND SPECIAL ORDINANCES

By the Corporation Counsel:

GENERAL ORDINANCE No. 3, 1923

WHEREAS, the Public Service Commission of Indiana, heretofore on the fifth day of January, 1923, upon the application of the Terre Haute, Indianapolis & Eastern Traction Company and upon a hearing of all parties in interest, declared that public necessity and convenience required the construction, operation and maintenance by said Traction Company within the city of Indianapolis, of transmission lines and other structures and appliances for the transmission of electrical current for heat, light and power, and for the distributing and supplying of such current for such purposes to the public generally in said city and elsewhere, all as in said order is more specifically provided, and thereupon issued to said Traction Company a certificate to that effect, and

WHEREAS, it is deemed proper that the consent and permission of the City of Indianapolis for the construction, erection and maintenance of such transmission lines, structures and other appliances in the streets, highways, alleys and other public places of said city, and to the distribution and supplying by means thereof of electrical current for light, heat and power and other lawful purposes, to be public generally in said city, be given and granted, now therefore,

Be it Ordained by the Common Council of the City of Indianapolis, Indiana:

Section 1. That said City does hereby give and grant unto said Terre Haute, Indianapolis & Eastern Traction Company, and incorporated company organized under the laws of the State of Indiana, its successors and assigns, consent, permission and authority to construct, erect, install, maintain, repair, renew and replace all suitable poles, wires, cross-arms, guy-wires, and other structures and appliances appurtenant thereto, suitable for the transmission and distribution of electric current, and to use and operate the same for the

purpose of transmitting, controlling, using, cupplying and distributing currents of electricity for heat, light and power and any and all other purposes authorized by law over, along, upon and through the following named highways, streets, avenues, alleys, and public places in said City of Indianapolis, Indiana, to-wit.

Beginning at the power station of said Company, located on West Tenth Street, west of the track of the Belt Railway and Stock Yards Company, and passing thence west along and through West Eleventh Street to Belmont Street, thence south along and through Belmont Street to Raymond Street, thence east along and through Raymond Street to the east corporation line of the City of Indianapolis, and across all streets, avenues, alleys and public places intersecting therewith;

Also from said power station west along and through Tenth Street to Miley Avenue; thence south along and through Miley Avenue to New York Street; thence east along and through New York Street to White River Parkway west Drive; thence southeasterly along said Parkway West Drive to Bloomington Street; thence south along and through Bloomington Street to Market Street; thence west along and through Market Street to Harding Street; thence south along and through Harding Street to Oliver Avenue; thence west along and through Oliver Avenue to the private right-of-way of the Terre Haute, Indianapolis & Eastern Traction Company west of Belt Railroad and across all streets, avenues, alleys and public places intersecting therewith.

Also from private right-of-way of the said Terre Haute, Indianapolis & Eastern Traction Company at Tibbs Avenue northwesterly along and through Tibbs Avenue across West Washington Street to private right-of-way of said Terre Haute, Indianapolis & Eastern Traction Company and across all streets, avenues, alleys and public places intersecting therewith.

Also each from Bloomington Street along and through Market Street to Power Station of the Indianapolis Street Railway Company on White River east of Brush Street and across all streets, avenues, alleys and public places intersecting therewith.

Also from said power station, in a northeasterly direction across the White River Parkway, West Drive, and across White River to the east line of North Harding Street, thence north along and through North Harding street to Twenty-ninth Street, thence east along and through Twenty-ninth Street to Elmira Street, thence north along and through Elmira Street to Thirty-sixth Street, thence west along and through Thirty-sixth Street to Northwestern Avenue, thence northwesterly along and through Northwestern Avenue to and across Crescent Avenue and across all streets, avenues, alleys and public places intersecting therewith;

Also from said power station west along and through West Tenth Street to the right-of-way of the Crawfordsville Division of the Company, and across all streets and alleys intersecting therewith;

Also along, across, over, through and upon all other highways, streets, avenues, alleys and public places in said City of Indianapolis, provided, however, that the Board of Public Works of said city shall have the right and power which is hereby reserved and granted to said Board, to designate from time to time particular streets, avenues, alleys and public places, or parts thereof or places therein which shall, or may or may not be so used or occupied, having reference to the reasonable and necessary interests of the public.

Section 2. The terms and conditions under which such consent, permission and authority are given and which shall be observed by Said Terre Haute, Indianapolis & Eastern Traction Company, its successors and assigns, are as follows:

1. Whenever said Company, its successors or assigns, shall desire to construct, erect or install any appliances for the transmission and distribution of electric current for any and all purposes authorized by law, as aforesaid, it shall prepare and place on file in the office of the Board of Public Works of said city, maps, plans and specifications of such proposed construction, which specifications shall include all excavations and all underground and overhead apparatus and appliances of every kind and description, showing the exact location of all poles, pipes, conduits, ducts and other appliances, the height above or the depth below the surface of the streets, and in general, where and how such constructions is to be done, and shall conform in all respects to the provisions of this Ordinance and any Ordinance of the Common Council relating to the public safety and health, which maps, plans and specifications shall be approved without unnecessary delay by the said Board of Public Works, and a permit to cut into the streets, alleys and public places shall be issued to the Company before such work shall be begun. All poles, wherever erected, in the construction of said plant, shall be so placed as to interfere as little as possible with other public uses of the streets, alleys or other grounds, or with public or private interests or conveniences. The Board of Public Works shall have the power to designate at what point in the street, alley or public place shown upon such maps, plans and specifications, the trenches, conduits, poles or other appliances used by said company in the transmission of electrical current shall be located. In case of a dispute between any property owner and said Company as to the location of any of the appliances aforesaid, or a change of location of any such trench, conduit, pole or other appliances may be deemed necessary, the decision of the Board of Public Works as to such location shall be final. And there shall be placed underground all wires, cables, conduits, ducts and appurtenances for the transmission and distribution of electric current as aforesaid, in all the territory bounded on the north by North Street, on the south by South Street, on the east by East Street and on the west by West Street, except such aerial poles, cables and wires as the said Board of Public Works shall give its express permission to be allowed in such territory for local distribution.

2. All underground wires, conduits, pipes, ducts and appliances shall be laid at such depth that the top of all parts thereof shall be not less than two feet below the surface of the highway, street, alley or public place wherein they are located, and shall be so located and constructed as not to interfere with or disturb existing surface or underground structures, conduits, pipes, or other property belonging to other corporations, companies or persons, or sewers, or sewer connections. Nothing contained herein shall preclude the said city from prosecuting or authorizing any future public work of any character; but in the prosecution of any public work or improvement hereafter; the Board of Public Works shall have the right, if it deems the same necessary, to require the temporary removal of any wire, pipe, conduit, duct or appliance, authorized by this Ordinance to be laid, and the same shall be removed, or necessary changes made therein by said Company, its successors or assigns, so as to conform accord-

ing to the terms of this Ordinance with the surface grade of any unimproved highway, street, alley or public place ordered to be improved on the order and requirement of the said Board, and in case of failure on the part of said Company, its successors or assigns, to comply with any such order or requirement, then the said Board may make such removal or change, and the necessary cost thereof shall be paid by said Company, its successors or assigns, to the City Comptroller upon proper demand being made therefor:

3. The work of the construction or repair of that part of said Company's plant that is located in any of the streets, highways, alleys or public places of said City shall be under and subject to the supervision of inspectors to be appointed by the Board of Public Works, the said inspectors to be appointed and to begin the inspection and supervision of said work or repair as soon as said Company shall have completed the excavations therefor, and all the necessary expense for the employment of all such inspectors shall be paid by said Company to the City Comptroller on demand. The Board of Public Works of said City shall at all times have the right to inspect, superintend and control the construction of the conduits, manholes and other appurtenances which may be constructed as part of said plant; and the right is hereby reserved to said Board to order any change made from time to time for city purposes; all such changes to be made by said Company without expense to said city. In case said Company shall neglect or refuse to obey any instruction of said Board with respect to any alteration to be made, the said Board is authorized to make the same, and collect the cost thereof from the said Company.

4. Said Company, its successors and assigns, agrees and binds itself that in the construction or repair of said plant it will not at any time open or encumber more of any highway, street, alley or public place than may be necessary to enable it to perform the work of constructing, repairing or operating its said transmission lines and poles, pipes, wires, cables, conduits, conductors and other appurtenances thereof with proper economy and efficiency, and that no opening of or encumbrance to any such highway, street, alley or public place shall be permitted to remain, or continue for a longer period than may be necessary within the judgment of the Board of Public Works; and that it will properly and effectually guard all such openings and encumbrances with such barriers and lights as will prevent the happening of accidents or injuries by reason thereof. Said Company, its successors and assigns, also agrees and binds itself to hold the City of Indianapolis harmless as against any and all damages done by it to the highways, streets, alleys, avenues and public places within such city, in the building of and construction of its said transmission lines, underground or aerial; that it will restore all highways, streets, alleys, avenues and public places to the same condition after the completion of its work as they were in before being cut into or used by said Company, all such highways, streets, alleys, avenues and public places to be repaved with the same material with which they were paved before being disturbed by it, or with such material and in such manner as shall be satisfactory to said Board of Public Works, and that it will at all times make any and all repairs which may be necessary to any of the highways, streets, alleys, avenues or public places by reason of the same having been dug into or disturbed in

the construction or repair of said plant; that it will not, in such construction or repair, cut into or remove material from the surface or underneath the surface of any such highway, street, alley or public place without having first prepared and filed with the Board of Public Works, maps, plans and specifications as herein provided, and obtained the consent of the Board; that it will pay all damages for personal or other injuries that may result from or grow out of any work that may be done by or for it in such construction or repair; that it will indemnify and save said city harmless from any and all liability or expense growing out of, or resulting from, the construction or repair of any part of said transmission and distributing lines; that it will, upon the demand of the City Comptroller of said city, pay any liability which may accrue against such city and any and all judgments which may have been obtained and rendered against said city on account and by reason of the construction or repair of such lines, or the occupancy by it of any of the streets, highways, alleys or public places in said city; that if the city shall become involved in any action or suit on account of any act or omission of said Company in the construction or operation of its said lines, it will, upon notice from said city, or its proper officers, appear and defend such action or suit, without expense to the said city; and that it will also protect and save said city of Indianapolis harmless as against any and all suits which may be brought by any person or corporation for the infringement of any patent which may be alleged against said Company, its successors or assigns, either in the course of construction or operation of said plant or system.

5. Said Company, its successors and assigns, shall have the right to tap or connect with any sewer in any highway, street, alley or public place occupied by any of the pipes, casings, or appliances and the trenches in which they are laid, provided plans and specifications showing where and how such tappings or connections shall be made have first been filed with and approved by the Board of Public Works and a permit issued therefor, all of which work shall be done under the supervision of inspectors appointed by said Board of Public Works, as provided in subdivision three of this section.

6. Said Company, its successors or assigns, shall give to said City the right to use the poles erected in any part of said city whenever such city shall require the same for the use of the fire alarm, or police or telephone systems of said city.

7. The material and manner of construction of all conduits and other underground work, and of placing cables and wires therein, the kind and height of all poles, the kind, size and manner of attaching cross-arms thereto, the manner of attaching cables and wires to every pole and system of poles to be erected by said Company, its successors and assigns, shall be subject to the approval of the Board of Public Work, and the right is hereby reserved to said Board to modify the approval above provided for at any time and to order modifications generally and particularly, of any of the above named details, and also at any time, upon reasonable notice, to order and require the relocation of any pole so as to interfere as little as possible with other public uses of the streets or with public or private interests, or conveniences, when the same can be done consistently with this grant.

8. Nothing herein contained shall be held to restrict or abridge the right of the Common Council of the City of Indianapolis to exercise any of the police powers of said city.

Section 3. This Ordinance shall take effect upon its acceptance in writing filed with the City Clerk by said Terre Haute, Indianapolis & Eastern Traction Company, its successors or assigns.

Ordained and established this.....day of.....1923.

Which was read a first time and referred to the Committee on Public Works.

By the Board of Public Works:

SWITCH CONTRACT

GENERAL ORDINANCE NO. 4, 1923

AN ORDINANCE approving a certain contract granting The Cincinnati, Indianapolis & Western Railroad Company the right to lay and maintain two side tracks over and across the street of Concord, in the City of Indianapolis, Marion County, State of Indiana, according to blue print attached, in the City of Indianapolis, Indiana.

WHEREAS, heretofore, to-wit: on the ninth day of January, 1923, The Cincinnati, Indianapolis & Western Railroad Company filed his petition before the Board of Public Works of the City of Indianapolis, as follows:

PETITION

BEFORE THE BOARD OF PUBLIC WORKS OF THE CITY OF INDIANAPOLIS.

To Board of Public Works, City of Indianapolis.

Gentlemen—Comes now this petitioner, The Cincinnati, Indianapolis & Western Railroad Company, and petitions your Board for permission to construct and maintain two side tracks paralleling its present main track over the street of Concord in the City of Indianapolis at the point where its present main track intersects said street, and in support of this petition, says:

1. That your petitioner is a corporation incorporated under the laws of the State of Indiana, with its principal place of business located at 220 Virginia Avenue, in the City of Indianapolis, County of Marion, Indiana, and engaged in the business of a common carrier operating a line of railroad extending from Hamilton, Ohio, on the east westwardly through the State of Indiana and the City of Indianapolis to Springfield, Illinois, with a branch line extending from its main line at Brazil Junction, in Park County, Indiana, south to the city of Brazil, Indiana.

2. That your petitioner has recently purchased the aforesaid branch line, which was authorized to be abandoned by the Interstate Commerce Commission, and has developed considerable business originating on said line moving to Indianapolis and points beyond, and has also within the past year considerably increased the volume of business on its line, all to the extent that your petitioner finds it necessary to increase its side track facilities in the City of Indian-

apolis to take care of such increased volume of business. That at present because of the lack of terminal facilities at Indianapolis, it often times becomes necessary to stop freight trains at points outside of Indianapolis, particularly to the west thereof, and bring in cars piecemeal, resulting in great additional expense to your petitioner and delay in shipments, particularly coal shipments destined to Indianapolis, the petitioner having greatly increased its coal business by the purchase of the aforesaid Brazil branch line, on which is located several coal mines of considerable capacity.

3. That the side tracks proposed to be constructed will extend from a point just west of the intersection of its line with West Michigan Street to a point just east of the intersection of its line with Tibbs Avenue, crossing only Concord Street, said tracks being approximately twenty-five hundred (2,500) feet in length, giving your petitioner additional side track capacity of approximately one hundred twenty-five (125) cars, which it sorely needs to take care of its business. That its present yards on the west are located between Belmont Avenue and West Michigan Street, at which are also located its shops, and that it has no ground available for additional yard facilities at that point or any other point in the City of Indianapolis or so near thereto as can be economically utilized for yard purposes.

4. That the crossing of your petitioner over Concord Street is now amply protected by a crossing bell signal, and the construction of the aforesaid side tracks over said street will not in any degree increase the danger or inconvenience to those using the highway over the tracks at Concord Street.

5. That attached hereto and hereby made a part hereof, marked "Exhibit A," is a blue print showing the location of the proposed tracks, same being indicated by the red lines thereon.

WHEREFORE, your petitioner asks that your Board grant it permission to construct and maintain the said tracks as aforesaid and recommend to the Common Council of the City of Indianapolis the passage of an Ordinance approving the usual form of contract in such matters provided.

Respectfully submitted,
(Signed) F. J. GOEBEL,

.....
Attorney for Petitioner.

Indianapolis, Indiana.
January 9, 1923.

NOW, THEREFORE, This agreement made and entered into thisday of, 1923, by and between The Cincinnati, Indianapolis & Western Railroad Company, a corporation incorporated under the laws of the State of Indiana, of the City of Indianapolis, County of Marion, State of Indiana, party of the first part, and the City of Indianapolis, by and through its Board of Public Works, party of the second part.

WITNESSETH: That the party of the first part, being desirous of securing a right of way for two side tracks paralleling its main track across Concord Street, as indicated by the blue print attached hereto and hereby made a part hereof, marked "Exhibit A," same being shown in red, in the City of Indianapolis, which is more specifically described as follows: The two aforesaid side tracks to cross said Concord Street at a point five hundred sixty-five (565)

feet and five hundred eighty (580) feet, respectively, north of the north line of West Michigan Street, as measured along the center line of Concord Street, the center line of the south side track to be fourteen (14) feet north of the center line of the present main track, and the center line of the north side track to be twenty-seven (27) feet north of the center line of said main track, both measured at right angles thereto, all as shown on the aforesaid Exhibit A (attached hereto; hereby covenants and fully binds its successors, legal representatives and assigns, that, in consideration of the grant of the privileges and authority herein given, it will lay, construct and maintain said tracks upon the terms and conditions hereinafter set forth, to-wit:

(1) They shall be so laid, improved and kept in repair as to be safe for persons on foot, in vehicles or otherwise, and shall, at all times, be subject to the orders of the Board of Public Works of the City of Indianapolis.

(2) Said track and switch shall be laid upon such grade as shall be established by said Board, and shall be put down under its supervision and to its satisfaction and approval. Said track shall be raised or lowered to conform to any grade which may, from time to time, be hereafter established, whenever so ordered, in writing by said Board, and shall be made to conform in all respects with any Ordinance passed by the Common Council or with any resolution or resolutions made by said Board, for the elevation or depression of said tracks.

(3) The crossing where said tracks intersects Concord Street shall, at all times, be kept improved and in repair and free from obstructions or defects of any kind. No car or cars shall be permitted to obstruct such crossing or to be thereon except for such time as may be absolutely necessary in moving them back and forth, and they shall be at no time stopped or detained thereon in such manner as to obstruct public travel.

(4) Said party of the first part agrees, upon the written order of said Board, made for any good cause affecting the interest of the City or the public welfare, to take up and remove said track, and upon said party's failure so to do, upon such notification in writing, of ten (10) days, to promptly pay the cost of having the same done, and the party of the first part hereby releases all claims for damages whatsoever that may arise by reason of such removal; and in removing said track or causing the same to be done, said Board shall in no wise become a trespasser.

(5) The party of the first part agrees to pave between said track to the entire satisfaction of the second party, and in case said tracks shall be or become out of repair or in need of being reconstructed, or become in any way defective (of which fact the said Board shall be the exclusive judge), it shall be the duty of the said party of the first part to promptly repair or remove same, failing in which, after notification in writing of ten (10) days, said Board shall do or cause the same to be done at the expense of the said party of the first part, and for which expense and cost the said party of the first part shall be liable.

(6) The said party of the first part herein binds itself to hold said party of the second part and said city harmless from any and all claims for damages growing out of the existence, maintenance or use of said track, and to pay any judgment, with costs, that may

on that account be rendered against the said party or said city, and also to pay all necessary expenses that may be incurred by said city in defending against any such claims.

(7) Any violations of any of the provisions of this instrument by said party of the first part, or by any one for it or at its instance or with its permission, shall operate as an immediate and absolute forfeiture of the privileges and authority given or granted by this contract, provided, however, that the same may be terminated by said Board as hereinbefore set forth .

Said party of the second part by virtue of the provisions of an act of the General Assembly of the State of Indiana, entitled "An act concerning municipal corporations," approved March 6, 1905, and in consideration of the things hereinbefore set forth and upon the terms and provisions stipulated, hereby gives, grants and duly vests said party of the first part the right, privilege and authority to lay and maintain two side tracks across said Concord Street, as herein elsewhere described, in the City of Indianapolis, all as shown by the drawing attached hereto, filed herewith and for greater certainty marked "Exhibit A."

IN WITNESS WHEREOF, We have hereunto set our hands this day of, 1923.

ATTEST:

THE CINCINNATI, INDIANAPOLIS & WESTERN RAILROAD COMPANY,

F. J. GOEBEL
Secretary
Witness:

By B. A. WORTHINGTON,
President, Party of the First Part.

CITY OF INDIANAPOLIS

By C. E. COFFIN,
President.

W. H. FREEMAN,
M. J. SPENCER,
Board of Public Works,
Party of the Second Part.

AND, WHEREAS, Said contract has been submitted by the Board of Public Works to the Common Council of the City of Indianapolis, for its consideration and action, now, therefore,

Section 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, that such contract above set forth be, and the same is hereby in all things confirmed and approved.

Section 2. This Ordinance shall be in full force and effect from and after its passage.

Which was read a first time and referred to the committee on Public Works.

By the Board of Public Works:

SWITCH CONTRACT

GENERAL ORDINANCE NO. 5, 1923

AN ORDINANCE approving a certain contract granting The Terminal Building Corporation the right to lay and maintain side

tracks or switches from Pennsylvania Railroad Company yard track on the east side of Pennsylvania Street south of Georgia Street over and across Pennsylvania Street to the property of said Company, according to blue print attached, in the City of Indianapolis, Indiana.

WHEREAS, heretofore, to-wit: on the 10th day of January, 1923. The Terminal Building Corporation filed his petition before the Board of Public Works of the City of Indianapolis, as follows:

PETITION

To Board of Public Works, City of Indianapolis.

Gentlemen—The Terminal Building Corporation petitions for the right to lay and maintain two side tracks or switches from Pennsylvania Railroad Company yard track on the east side of Pennsylvania Street south of Georgia Street over and across Pennsylvania Street to the property of the said Company. The center line of the north track of said tracks is 285 feet south of the south property line of Georgia Street on the east side of Pennsylvania Street, and 212 feet south of the south property line of Georgia Street on the west side of Pennsylvania Street. The switch point of the south track is 35 feet east of the east property line of Pennsylvania Street and the center line of said south track is 24 feet south of the center line of said north track.

All as shown on the blue print hereto attached.

NOW THEREFORE, This agreement made and entered into this 12th day of January, 1923, by and between The Terminal Building Corporation of the City of Indianapolis, County of Marion, State of Indiana, party of the first part, and the City of Indianapolis, by and through its Board of Public Works, party of the second part.

WITNESSETH: That the party of the first part, being desirous of securing a right of way for a side track or switch from The Pennsylvania Railroad Company yard track on the east side of Pennsylvania Street south of Georgia Street over and across Pennsylvania Street to the property of the said Company; in the City of Indianapolis, which is more specifically described as follows:

From the Pennsylvania Railroad Company yard track on the east side of Pennsylvania Street south of Georgia Street over and across Pennsylvania Street to the property of the said Company. The center line of the north track is 285 feet south of the south property line of Georgia Street on the east side of Pennsylvania Street and 212 feet south of the south property line of Georgia Street on the west side of Pennsylvania Street. The switch point of the south track is thirty-five (35) feet east of the east property line of Pennsylvania Street and the center line of said south track twenty-four (24) feet south of the center line of said north track.

All as shown on blue print attached hereto; hereby covenants and fully binds himself, his successors, legal representatives and assigns, that, in consideration of the grant of the privileges and authority herein given, he will lay, construct and maintain said track upon the terms and conditions hereinafter set forth, to-wit:

(1) They shall be so laid, improved and kept in repair as to be safe for persons on foot, in vehicles or otherwise, and shall, at all times, be subject to the orders of the Board of Public Works of the City of Indianapolis.

(2) Said track and switch shall be laid upon such grade as shall be established by said Board, and shall be put down under its supervision and to its satisfaction and approval. Said track shall

be raised or lowered to conform to any grade which may, from time to time, be hereafter established, whenever so ordered, in writing by said Board, and shall be made to conform in all respects with any Ordinance passed by the Common Council or with any resolution or resolutions made by said Board, for the elevation or depression of said tracks.

(3) The crossing where said tracks intersects Penna. Street shall, at all times, be kept improved and in repair and free from obstructions or defects of any kind. No car or cars shall be permitted to obstruct such crossing or to be thereon except for such time as may be absolutely necessary in moving them back and forth, and they shall be at no time stopped or detained thereon in such manner as to obstruct public travel.

(4) Said party of the first part agrees, upon the written order of said Board, made for any good cause affecting the interest of the City or the public welfare, to take up and remove said track, and upon said party's failure so to do, upon such notification in writing, of ten (10) days, to promptly pay the cost of having the same done, and the party of the first part hereby releases all claims for damages whatsoever that may arise by reason of such removal; and in removing said track or causing the same to be done, said Board shall in no wise become a trespasser.

(5) The party of the first part agrees to pave between said track to the entire satisfaction of the second party, and in case said tracks shall be or become out of repair or in need of being reconstructed, or become in any way defective (of which fact the said Board shall be the exclusive judge), it shall be the duty of the said party of the first part to promptly repair or remove same, failing in which, after notification in writing of ten (10) days, said Board shall do or cause the same to be done at the expense of the said party of the first part, and for which expense and cost the said party of the first part shall be liable.

(6) The said party of the first part herein binds itself to hold said party of the second part and said city harmless from any and all claims for damages growing out of the existence, maintenance or use of said track, and to pay any judgment, with costs, that may on that account be rendered against the said party or said city, and also to pay all necessary expenses that may be incurred by said city in defending against any such claims.

(7) Any violations of any of the provisions of this instrument by said party of the first part, or by any one for it or at its instance or with its permission, shall operate as an immediate and absolute forfeiture of the privileges and authority given or granted by this contract, provided, however, that the same may be terminated by said Board as hereinbefore set forth .

Said party of the second part by virtue of the provisions of an act of the General Assembly of the State of Indiana, entitled "An act concerning municipal corporations," approved March 6, 1905, and in consideration of the things hereinbefore set forth and upon the terms and provisions stipulated, hereby gives, grants and duly vests said party of the first part the right, privilege and authority to lay and maintain an additional side track or switch across Pennsylvania Street, in the City of Indianapolis, all as shown by the drawing attached hereto, filed herewith and for greater certainty marked

“Exhibit A.” This contract shall be null and void unless side tracks or switches are constructed one year from date, namely the 12th day of January, 1923.

IN WITNESS WHEREOF, We have hereunto set our hands this day of, 19.....

TERMINAL BUILDING CORPORATION,

ATTEST:

NORMAN METZGER,
Witness:

Secretary

CITY OF INDIANAPOLIS

By ELLIOTT E. METZGER,

Party of the First Part.

By C. E. COFFIN,

President.

W. H. FREEMAN,

M. J. SPENCER,

Board of Public Works.

Party of the Second Part.

AND, WHEREAS, Said contract has been submitted by the Board of Public Works to the Common Council of the City of Indianapolis, for its consideration and action, now, therefore,

Section 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, that such contract above set forth be, and the same is hereby in all things confirmed and approved.

Section 2. This Ordinance shall be in full force and effect from and after its passage.

Which was read a first time.

Mr. Buchanan moved that the rules be suspended and General Ordinance No. 5, 1923, be placed upon its passage.

The roll was called and the rules were suspended by the following vote:

Ayes, 9, viz.: Messrs. Bernd, Bramblett, Buchanan, Clauer, Claycombe, Ray, Thompson, Wise and President John E. King.

Mr. Bernd called for General Ordinance No. 5, 1923, for second reading. It was read a second time.

Mr. Bernd moved that General Ordinance No. 5, 1923, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 5, 1923, was read a third time and passed by the following vote:

Ayes, 9, viz.: Messrs. Bernd, Bramblett, Buchanan, Clauer, Claycombe, Ray, Thompson, Wise and President John E. King.

By Mr. Bernd:

GENERAL ORDINANCE NO. 6, 1923

AN ORDINANCE requiring persons, firms and corporations engaged in the business of moving household furniture in the City of Indianapolis, from dwelling houses to other dwelling houses within the City of Indianapolis or to destinations without the City of Indianapolis, or to places of shipment from the City of Indianapolis, to make a written report to the Chief of Police of the place of delivery of such household furniture. Providing a penalty for the violation thereof and fixing a time when the same shall take effect.

To the President and Members of the Common Council of the City of Indiana:

Section 1. That any person, firm or corporation engaged in the business of moving household goods from dwelling house to dwelling either within the City of Indianapolis or to destinations outside the City of Indianapolis or to places for shipment out of the City of Indianapolis shall, within twenty-four hours after the delivery of the same, make a report in writing to the Chief of Police of the City of Indianapolis, containing the names of the person or persons in whose charge the goods were found, the name of the person by whom they were engaged to move them, the address from which the goods were moved and the destination to which the same was moved or the place of delivery for shipment.

Section 2. Pentlay. Any person, firm or corporation failing to comply with any of the provisions of this Ordinance on conviction shall be fined in any sum not exceeding one hundred dollars to which may be added imprisonment not exceeding sixty days.

Section 3. This Ordinance shall be in full force and effect from and after its passage and publication as required by law.

Which was read a first time and referred to the committee on Health and Charities.

By Br. Bernd:

GENERAL ORDINANCE NO. 7, 1923

AN ORDINANCE providing for a license fee to be paid to the City Controller of the City of Indianapolis for conducting, operating or maintaining a public garage. Providing for a fee to be paid for issuing the same, providing the time for payment and the time the same shall take effect, and providing a penalty for the violation thereof.

Be it Ordained by the Common Council of the City of Indianapolis, Indiana:

Section 1. That no person, firm or corporation shall keep, conduct, operate or maintain a Public Garage in the City of Indianapolis, unless such person, firm or corporation shall have first paid to the City Controller a license fee as follows: For each Public Garage, containing more than three motor vehicles and up to ten motor vehicles, ten dollars per year; for each Public Garage with a capacity of more than ten motor vehicles and up to twenty-five motor vehicles fifteen dollars per year; and for each Public Garage with a capacity of more than twenty-five, and not exceeding fifty motor vehicles, twenty dollars per year, and for more than fifty motor vehicles, twenty-five dollars per year, together with the sum of one dollar as an issuing fee for the issuance of each license. Such license fee shall be paid in proportion for the remainder of any portion of the year 1923, after the passage of this Ordinance, and on the first day of January of each year thereafter.

Section 2. Public Garage—Definition: A Public Garage, within the meaning of this Ordinance shall be deemed to mean any place kept, conducted, operated or maintained by any person, firm or corporation for the storage within, any building of more than three motor vehicles, containing gasoline, oil or other combustible, inflammable or explosive material, where the owner or use of such motor vehicles pays to the person, firm or corporation, conducting, operating or maintaining such building, a rental or fee for the privilege of leaving such motor vehicle within such building.

Section 3. That the provisions of this Ordinance shall not apply to any building used or maintained by any person, firm or corporation, solely for the storage of motor vehicles of their own, or used in conducting their established business.

Section 4. Pentlay. Any person, firm or corporation violating any of the provisions of this Ordinance, shall, on conviction, be fined in any sum not exceeding one hundred dollars, to which may be added imprisonment not exceeding sixty days.

Section 5. This Ordinance shall be in full force and effect from and after its passage, and publication as required by law.

Which was read a first time and referred to the committee on Public Safety.

By Mr. Ray:

GENERAL ORDINANCE NO. 8, 1923

AN ORDINANCE prohibiting the wearing of masks or disguises in the City of Indianapolis, providing a penalty for the violation thereof, and fixing a time when the same shall take effect.

Be it Ordained by the Common Council of the City of Indianapolis, Indiana:

Section 1. It shall be unlawful for any person to go upon any street, alley, side-walk, or public place, wearing a mask or disguise, provided, however, that this section shall not apply to any person wearing masks or disguises on Hallowe'en night.

Section 2. Any person violating this Ordinance upon conviction shall be fined any sum not exceeding \$500.00 to which may be added imprisonment for a term not exceeding thirty days.

Section 3. This Ordinance shall be in full force and effect from and after its passage and publication as required by law.

OTTO RAY.

Which was read a first time and referred to the committee on Public Safety.

By Mr. Claycombe:

GENERAL ORDINANCE NO. 9, 1923

AN ORDINANCE amending General Ordinance No. 12, 1917, by adding thereto new and special sections to be known and designated as Section No. 658 ½ and Section No. 749 ½ and providing a time when the same shall take effect.

Be it Ordained by the Common Council of the City of Indianapolis, Indiana:

Section 1. That General Ordinance No. twelve (12), 1917, be and the same is hereby amended by adding thereto a new and separate section to be known and designated as Section No. 658 ½, which shall read as follows:

Section 658 ½. It shall be unlawful for any person, firm or corporation to use or operate any vehicle used for the purpose of selling, offering for sale or delivery of coal, charcoal, coke or wood in or upon any street, alley or other public place within the City of Indianapolis unless such vehicle shall have and maintain, painted on the body thereof, the name, and address of the person, firm, association or corporation operating such vehicle. If the business in which or by which such vehicle is being operated has a firm or corporate name, then such firm or corporate name shall be used. The letters of such name and address shall be painted on the outer rear or both outer sides of such vehicle and shall be not less than three (3) inches in height. Such painted name and address shall at all times be kept clean and free from any covering whatsoever, and shall be painted and maintained in such position that it can be seen without any obstruction in or upon or attached to such vehicle. Such letters may be of or on galvanized iron or other metallic substance, if screwed, nailed or otherwise securely fastened to such vehicle.

Section 2. That General Ordinance Number 12, 1917, be and the same is hereby amended by adding thereto a new and separate section to be known and designated as Section Number 749 ½, which shall read as follows:

Section 749 ½. Licenses are required and the amount of the fee therefor from and after January 1, 1923, is hereby fixed in the following cases and amounts:

For peddlers of coal, charcoal, coke or wood at retail twenty-five (\$25.00) dollars per year. For all persons, firms or corporations engaged as dealers in the sale at retail of coal, charcoal, coke or wood, except peddlers, Fifty (\$50.00) Dollars per year for each yard or place used for the purpose of storage, delivery or distribu-

tion of such material. For each vehicle of such dealer or peddler used for the sale, distribution or delivery of such material, Two (\$2.00) Dollars per year.

Such licenses shall be payable in full for the calendar year from January 1, to December 31, or any fraction thereof. The term peddler within the meaning of this section shall be deemed to mean all persons, firms or corporations engaged in the business of selling coal, charcoal, coke or wood at retail by going about from place to place within the City of Indianapolis or upon the streets thereof and offering the same for sale.

Section 3. This Ordinance shall be in full force and effect from and after its passage and publication as required by law.

LLOYD D. CLAYCOMBE.

Which was read a first time and referred to the committee on Law and Judiciary.

By Mr. Claycombe:

GENERAL ORDINANCE NO. 10, 1923

AN ORDINANCE to amend Section 13 of General Ordinance No. 114, 1922, entitled: "An Ordinance dividing the City of Indianapolis into districts for the purpose of regulating and restricting the location of trades, callings, industries, commercial enterprises and the location of buildings designed for specified uses. Of classifying, regulating and determining the area of front, rear and side yards and other open spaces about buildings; of regulating and determining the use and intensity of use of land and lot areas within such city; creating a board of zoning appeals; defining certain terms used in said Ordinance; providing a penalty for its violation and designating the time when the same shall take effect," and fixing the time when the same shall take effect.

Be it Ordained by the Common Council of the City of Indianapolis, Indiana:

Section 1. That Clause (a) of Section 13 of General Ordinance No. 114, 1922, entitled: "An Ordinance dividing the City of Indianapolis into districts for the purpose of regulating and restricting the location of trades, callings, industries, commercial enterprises and the location of buildings designed for specified uses; of classifying, regulating and determining the area of front, rear and side yards and other open spaces about buildings; of regulating and determining the use and intensity of use of land and lot areas within such city; creating a board of zoning appeals, defining certain terms used in said Ordinance; providing a penalty for its violation and designating the time when the same shall take effect," be amended to read as follows:

Section 13. AREA DISTRICTS. (a) In a class A1 district no building shall be erected or altered to accommodate or make provision for more than one family for each 7,500 square feet of the area of the lot. Provided that one single family dwelling may be

erected on any lot separately owned at the time of the passage of this Ordinance or on any numbered lot in a recorded subdivision that was on record in the office of the county recorder at the time of the passage of this Ordinance. And provided that the board of zoning appeals may permit the erection of a dwelling for two families on any corner lot having an area of not less than 10,000 square feet.

Section 2. That Clause (b) of Section 13 of said General Ordinance No. 114, 1922, be amended to read as follows:

(b) In a class A2 district no building shall be erected or altered to accommodate or make provision for more than one family for each 4,800 square feet of the area of the lot. Provided that one single family dwelling may be erected on any lot separately owned at the time of the passage of this Ordinance or on any numbered lot in a recorded subdivision that was on record in the office of the county recorder at the time of the passage of this Ordinance. And provided that the board of zoning appeals may permit the erection of a dwelling for two families on any corner lot having an area of not less than 6,400 square feet.

Section 3. That Clause (8) of Section 23 of said General Ordinance No. 114, 1922, be amended to read as follows:

(8) Where a tract of ground consisting of one or more lots within one block, whether separately owned or not, is adjoined on one or more sides by a building or buildings which do not conform to the use or area district regulations of the districts in which such lot is located, permit a modification of such use or area district regulations to the extent deemed necessary to admit of an appropriate improvement on such lot due regard being given to the avoidance of serious injury to neighboring property.

Section 4. BE IT FURTHER ORDAINED that the U3 or business district as established by General Ordinance No. 114, 1922, be and the same is hereby amended, supplemented and changed so as to include the territory within the following described boundaries:

Beginning at a point in the first alley east of Tremont Street 140 feet south of Washington Street; thence east to the intersection of the east line of Belmont Avenue and the north line of Maryland Street; thence east along the north line of Maryland Street to the first alley east of Traub Avenue; thence north to the first alley south of Washington Street; thence east along the first alley south of Washington Street to Reichwein Street; thence north to Washington Street; thence west to the first alley east of Tremont Street; thence south to the place of beginning.

Section 5. BE IT FURTHER ORDAINED that the U1 or dwelling house district and the H1 or 50 foot height district as established by General Ordinance No. 114, 1922, be and the same are hereby amended, supplemented and changed so as to include the territory within the following described boundaries:

Beginning at the interesection of the first alley east of Tremont Street and the north right-of-way line of the Cleveland, Cincinnati Chicago & St. Louis Railroad; thence east along said right-of-way line to the first alley east of Elder Avenue; thence north to a point 360 feet south of the south line of Maryland Street; thence east to the east line of Neal Avenue; thence south 40 feet; thence east to the first alley east of Neal Avenue; thence north to a point 240 feet

south of the south line of Maryland Street; thence east to a point 138 feet east of the east line of Reichwein Street; thence north to the first alley south of Washington Street; thence west in said alley to the first alley east of Traub Avenue; thence south to the north line of Maryland Street; thence west to the east line of Belmont Avenue; thence westerly to a point 140 feet south of the south line of Washington Street in the first alley east of Tremont Street; thence south to the place of beginning.

Section 6. BE IT FURTHER ORDAINED that the A3 or 2,400 square feet area district as established by said General Ordinance No. 114, 1922, be and the same is hereby amended, supplemented and changed to include the territory within the following described boundaries.

Beginning at a point in the east line of Central Avenue 100 feet north of the north line of Maple Road; thence east to the first alley east of Central Avenue; thence north to a point 718 feet north of the north line of Fortieth Street; thence west to the west line of Central Avenue; thence south 71.5; thence west 138 feet; thence south to the south line of Fortieth Street; thence west 7 feet; thence south to a point 143 feet north of Maple Road; thence east to the east line of Central Avenue; thence south to the place of beginning.

Section 7. BE IT FURTHER ORDAINED that the A2 or 4,800 square feet area district as established by said General Ordinance No. 114, 1922, be and the same is hereby amended, supplemented and changed to include the territory within the following described boundaries:

Beginning at a point on the east line of Emerson Avenue 140 feet north of the center line of Tenth Street; thence north 527.9 feet; thence east, south, east and south along the corporation line of the City of Indianapolis to the north line of Tenth Street; thence west to the west line of Leland Street extended; thence north to a point 140 feet north of the center line of Tenth Street; thence west to the place of beginning.

Section 8. BE IT FURTHER ORDAINED that the U3 or business district and the A4 or 1,200 square feet area district as established by said General Ordinance No. 114, 1922, be and the same are hereby amended, supplemented and changed so as to include lots numbered 2 and 3 of Gross' subdivision of part of lot number 35 of Irvington now a part of the City of Indianapolis.

Section 9. This Ordinance shall go into immediate effect upon its passage and publication according to law.

LLOYD D. CLAYCOMBE.

Which was read a first time and referred to the Committee on Parks, with instructions to refer the same to the City Plan Commission.

By the Building Commissioner:

GENERAL ORDINANCE NO. 11, 1923

AN ORDINANCE creating a board for the examination and licensing of master electricians to be known as the "BOARD OF ELEC-

TRICAL EXAMINERS" and providing for the control thereof, and fixing the time when the same shall take effect.

Be it Ordained by the Common Council of the City of Indianapolis, Indiana:

Section 1. That there be and is hereby created a Board for the examination and licensing of master electricians, to be known as "Board of Electrical Examiners," which board shall consist of five members to be constituted and appointed as follows: The Commissioner of Buildings of the City of Indianapolis, and the Chief Electrical Inspector shall each be a member of said board ex-officio; the Commissioner of Buildings of the City of Indianapolis shall appoint as the third member of said board some master electrician of good moral character of the City of Indianapolis, and these three members shall appoint two additional members, one of whom shall be a registered architect, and one a registered electrical engineer under the laws of Indiana, all of the City of Indianapolis.

Section 2. The term "master electrician" as used in this Ordinance is defined to mean and include any person, firm or corporation engaged in the business of, or holding themselves out to the public as engaged in the business of, installing or repairing, or contracting to install or repair wires, conductors and equipment used within buildings for the transmission of electric current for electric light, heat, power or signaling purposes covered by the Building Code of the City of Indianapolis, together with the fittings for the same necessary for the protection of such wires, conductors and equipment.

Section 3. The salary of the members of said board, other than the member who is the Commissioner of Buildings of the City of Indianapolis, shall be Sixty (\$60.00) Dollars per year, or at the rate of Five (\$5.00) Dollars per month, and said board shall have a right to employ some competent person not a member of the board as secretary at the compensation not in excess of Twenty (\$20.00) Dollars per month.

Section 4. Said Board of Electrical Examiners shall meet at the office of the Commissioner of Buildings of the City of Indianapolis, or at such other place in the City Hall as may be assigned to them. Said board shall meet at least once a month at such time as may be fixed by said board, and when necessary for the efficient discharge of its duties said board may adjourn from time to time, and may hold special meetings upon the call of the chairman or of two members of said board. The majority of said board shall constitute a quorum, and it shall require the affirmative vote of a majority of said members to take any action at any regular or special meeting of said board.

Section 5. No person shall be entitled to receive a license as a master electrician, as provided in this Ordinance unless he passes the following qualifications: (1) Must be over twenty-one years of age, and a person of good moral character; (2) Must be a graduate electrical engineer from a recognized university or college, with at least one year's practical experience as a master electrician, or as an electrical workman or journeyman repairing or installing wires, conductors and equipment used inside of buildings for the transmission of electric current for electric light, heat, power or signaling purposes covered by the Building Code of the City of Indianapolis; or have had at least three years actual experience as a master elec-

trician, or as an electrical workman or journeyman repairing or installing wires, conductors and equipment used inside of buildings for the transmission of electric current for electric light, heat, power or signaling purposes covered by the Building Code of the City of Indianapolis; (3) Must possess a fair knowledge of the laws of the State of Indiana and of the Ordinances of the City of Indianapolis controlling the repair and installation of wires, conductors and equipment used within buildings for the transmission of electric current for electric light, heat, power or signaling purposes covered by the Building Code of the City of Indianapolis.

Section 6. No firm or corporation shall be entitled to receive a license as a master electrician as provided in this Ordinance unless, if a firm, some member thereof, or if a corporation some officer or duly authorized representative thereof, shall possess the qualifications required in this Ordinance for master electricians and apply for and secure a license as master electrician under this Ordinance in the name of such firm or corporation.

Section 7. Said Board of Electrical Examiners shall have power to adopt all necessary rules and regulations for the conduct of its own business and the examination of applicants for license as master electrician. Said board shall keep, or cause to be kept, proper records showing the names and addresses of all persons making application for license as master electrician, and to whom said board authorizes licenses to be issued.

Section 8. Said Board of Electrical Examiners shall issue its certificate signed by each member of said board, or a majority thereof, to each applicant for license as a master electrician complying with the requirements of this Ordinance. Said certificate shall be directed to the Controller of the City of Indianapolis and said Controller upon the receipt of such certificate shall issue a license to such person, firm or corporation, as the case may be, for a period of one year, or the remainder of the calendar year after the date of the issuing of such license. All licenses and renewals of the same shall expire on the 31st day of December of each year. No license shall be issued by the Controller to any person, firm or corporation as a master electrician except as provided in this Ordinance, and such license so issued shall be evidence in court of the business for which it is issued.

Section 9. Each applicant before taking examination shall pay to the Controller of said city the sum of fifteen (\$15.00) Dollars as the preliminary fee for the examination as master electrician and file the receipt of the Controller with the secretary of said board for such payment. If the applicant is found to be qualified and is given a certificate as provided for in Section 8 of this Ordinance then he shall be entitled, upon the further payment to said Controller of Ten (\$10.00) Dollars and the execution of a bond as provided for in this Ordinance, to receive a license from the Controller as a master electrician as provided in this Ordinance.

Section 10. Each person, firm or corporation applying for the license required by this Ordinance shall, before being granted a license by the Controller, make, execute and deliver to the Controller a bond in the sum of Five Thousand (\$5,000.00) Dollars payable to the City of Indianapolis, such bond to be made for the use and benefit of the owner or any party in interest in the property where said master electrician furnishes any material, or performs any serv-

ice, against loss or damage which may arise by reason of the work done or material furnished being in violation of the requirements of any law of the State of Indiana or any Ordinance of the City of Indianapolis controlling such work. Such bond shall be executed by each applicant with any recognized and responsible surety company authorized to do business in Marion County, Indiana, as surety thereon.

Section 11. Each person, firm or corporation applying for the license as master electrician, as provided in this Ordinance, shall have the right without further examination to obtain a license each year thereafter from said Controller upon the payment to the Controller upon a license fee of Ten (\$10.00) Dollars, and the execution of a bond with security as herein required.

Section 12. Any person over the age of sixteen (16) years and under the age of twenty-one (21) years shall have the right to appear before the Board of Electrical Examiners for permission to do electrical wiring for himself or for any other person, firm or corporation to the extent of the permission granted him in writing by said board as herein provided. Said permission shall definitely state what the person may do, and in no case shall such permission be construed to include any electrical installation in the City of Indianapolis which shall exceed Twenty-five (\$25.00) Dollars limit shall be construed to mean electrical work of all character done on the premises during a period of thirty (30) days by one or more persons holding a written permission from said board.

Section 13. The above and foregoing provisions of this Ordinance shall not apply or govern electrical work done by any person, firm or corporation through a regular employee employed in whole or in part for such work, provided, however, that the owner of any such plant or building desiring to do such electrical work through his, their or its regular employees shall join with such employee, or employees, in an application to the Board of Electrical Examiners for a permit and license therefor. Such employee shall appear in person before said board and if said board is satisfied that such employee joining such person, firm or corporation, in such application is qualified to do electrical work as provided in this Ordinance and as described in Section 5 hereof, said board shall issue such permit to such person, firm or corporation for said employee, so joining in said application, and upon presentation of such permit to the Controller of said city, such person, firm or corporation shall be entitled to receive a license for said employee, to do electrical work on the premises of said person, firm or corporation upon the payment of the fee of Two (\$2.00) Dollars per year without the execution of any bond. The work done under such license shall be limited to the employee named in such license and to the building or buildings owned by said person, firm or corporation; and said board shall keep a proper record showing the name and address of each person, firm or corporation to whom such permit and license is granted. If an employee named in any license issued to any person, firm or corporation under this section shall for any reason cease to be an employee of such person, firm or corporation, then all rights under such license shall cease, and said person, firm or corporation shall be required to make a new application to said Board of Electrical

Examiners the same as if he, they or it had never been granted any permit or license by such board.

Section 14. This Ordinance shall not apply to telephone companies, telegraph companies, electric light, heat and power companies, or electric railway companies operating under franchises or under the laws of the State of Indiana, in the installation and maintenance removal or repair of their wires, conductors, apparatus and equipment used in connection with their business or plant. This Ordinance shall not apply to the manufacturers of electrical apparatus in conducting tests of apparatus of their own manufacture within the limits of their own plant.

Section 15. Any person, firm or corporation granted a license as master electrician, or a renewal thereof, in accordance with the provisions of this Ordinance, shall display the same in a conspicuous place in the place of business of such person, firm or corporation.

Section 16. No permit or license, or renewal thereof, granted under the provisions of this Ordinance shall be assignable or transferable, and every such license, or renewal of the same, shall specify the name of the person, firm or corporation to whom it is issued, and if issued to a firm the name of the member of such firm qualifying as such master electrician, and if issued to a corporation the name of the officer or representative of such corporation qualifying as such master electrician. If a member of the firm or an officer or representative of a corporation named in the permit or license, or renewal thereof, qualifying as such master electrician shall cease such master electrician. If a member of the firm or an officer or representative of such corporation, then and in that event all rights of such firm or such corporation under such permit or license, or renewal thereof, shall cease and said firm or corporation shall be required to make a new application to said Board of Electrical Examiners as provided in this Ordinance the same as if it had never been granted any permit or license by such board.

Section 17. The Board of Electrical Examiners shall have power, with the approval of the mayor of said city, to suspend or revoke any licenses, or renewal thereof, granted by said board for cause and any violation by any master electrician to whom a license has been granted of any of the provisions of this Ordinance shall be sufficient cause for the suspension or revocation of such license.

Section 18. Said board shall not have the power to create any expense unless the money therefor has been duly appropriated by the Common Council of said city. Any expense incurred by said board, including the salary of members and the compensation of the secretary, shall be paid on voucher approved by said board or a majority thereof.

Section 19. Any person, firm or corporation who shall practice or engage in the work of a master electrician as defined in this Ordinance, after a period of ninety days from the taking effect of this Ordinance, without having complied with all provisions thereof, or shall violate any of the provisions of this Ordinance shall, on conviction thereof, be fined in any sum not less than Ten (\$10.00) Dollars nor more than Five Hundred (\$500.00) Dollars.

Section 20. This Ordinance shall be in full force and effect from and after its publication as required by law.

Which was read a first time and referred to the Committee on Public Safety.

By Mr. Wise:

GENERAL ORDINANCE NO. 12, 1922

AN ORDINANCE, regulating vehicle traffic, providing for the rate of speed of street cars, establishing certain rules and regulations for vehicles, street cars and operators thereof, pedestrians, providing certain penalties for the violation thereof, repealing any and all Ordinances in conflict therewith, provided, however, that none of the provisions of this Ordinance shall affect any pending cause of action or rights of action, either civil or penal, and declaring a time when the same shall take effect.

Be it Ordained by the Common Council of the City of Indianapolis, Indiana:

Section 1. The term "Congested District" within the meaning of this Ordinance, shall constitute all that part of the City of Indianapolis, included within the limits of the center line of New York street on the north, the north line of Capitol Avenue on the west and the center line of Georgia Street on the south, and the center line of Alabama Street on the east, excepting that part therein bounded by the center line of Delaware Street on the west, and the center line of Maryland Street on the north, the center line of Alabama Street on the east and the center line of Georgia Street on the south.

The term "Silent Policeman," within the meaning of this Ordinance, shall be deemed to mean some suitable device, post, standard or sign, placed within any street or public place by order of the Board of Public Safety, as a warning, or for the control or direction of traffic.

The term "parking" within the meaning of this Ordinance, shall be deemed to mean, placing, allowing, permitting or stopping of any vehicle within any street or public place for the purpose other than loading or unloading passengers, freight goods, wares, or merchandise, providing such loading or unloading of the passengers shall not exceed five (5) minutes and such loading or unloading of the freight goods, wares or merchandise shall not exceed one (1) hour.

The term "vehicles" within the meaning of this Ordinance, shall be deemed to include equestrians, led horses, automobiles and every vehicle on wheels, except street cars or other vehicles running on fixed tracks.

The term "Horses" within the meaning of this Ordinance, shall include all domestic animals. The term "Driver" within the meaning of this Ordinance, shall be deemed to mean any person, driving, riding or operating any such vehicle.

The term "Circle" within the meaning of this Ordinance shall be deemed to mean that street encircling the Soldiers and Sailors Monument, namely "Monument Circle."

The term "Slow Moving Vehicles" within the meaning of this Ordinance, shall be deemed to mean any vehicle traveling at a rate of speed not greater than ten (10) miles per hour.

RULES OF THE ROAD

Section 2. (a) Vehicles shall be driven in that part of the roadway to the right of the center, except one-way streets and alleys.

(b) In case any vehicle shall be operated at a distance of one hundred (100) feet or less, in front of another vehicle traveling in the same direction, such vehicle except as provided in Section 17, of this Ordinance, shall be operated within three (3) feet of the right-hand curb of such street, unless passing an obstruction or other vehicle at or near such right hand curb, provided, however, that such vehicle passing such other vehicle or obstruction shall be operated within three (3) feet of any such other vehicle or obstruction.

(c) Any vehicle overtaking another shall pass on the left side of the overtaken vehicle and not pull over the right until entirely clear of such overtaken vehicle, but shall not pass at any street intersection.

(d) A vehicle turning into another street on the left, where left-hand turns are not herein prohibited shall circle around the center of the street intersection.

(e) No vehicle shall make a complete turn upon any street within the congested district, except at street intersections. Provided, however, that no such turn shall be made at corners where left-hand turns are herein prohibited.

(f) No vehicle shall stop with its left side to the curb except in alleys and one-way streets.

(g) All vehicles, while loading or unloading goods, wares or merchandise, or other material, within the congested district between the hours of eight A. M. and seven P. M. must stand parallel with the curb.

(h) Any vehicle waiting at the curb and not loading or unloading, shall promptly give way to another vehicle desiring to load or unload goods, wares, merchandise or other material, and no vehicle shall be left standing in any alley within the congested district between the hours of ten o'clock a. m. and seven o'clock p. m. longer than is necessary for the purpose of loading and unloading goods, wares or merchandise and other material.

(i) No vehicle shall back into any street, if at the time of so backing, there is another vehicle approaching within such streets within a distance of fifty (50) feet thereof.

(j) Street cars shall stop on the near side of intersecting streets and not the far side, for the purpose of taking on or discharging passengers; provided that, when, in the opinion of the City Council, a near side stop would tend to cause danger, inconvenience, or discomfort to passengers at a particular intersection, they may order the far side stop at such intersection and upon notice of such order the street car company or municipality operating such cars, its agents and employees, shall comply with the same and shall mark in a manner satisfactory to the Council, the location of the stopping places of such cars.

RIGHT OF WAY

Section 4. (a) Fire Department vehicles, Police Department vehicles, Salvage Corps vehicles, U. S. Mail vehicles, Emergency Hospital Ambulances and Emergency Repair vehicles of all public utility companies, shall have the right-of-way over all traffic in

any street or other public place and through any procession, provided, however, that the Fire and Police Department vehicles shall have the right-of-way over every kind of traffic whatsoever and provided further, that the Fire Department vehicles shall have the right-of-way over Police Department vehicles.

(b) Traffic on north and south streets shall have the right-of-way over traffic on all east and west streets, except as hereinafter provided.

Traffic on Washington Street, and all boulevards, as established by the Common Council or the Department of Park Commissioners of such City, shall have the right-of-way over all traffic on other streets.

Traffic on Massachusetts, Indiana, Kentucky and Virginia Avenues shall have the right-of-way over all traffic on other streets.

On East New York Street from the Big Four Railroad tracks to Emerson Avenue, east and west traffic shall have the right-of-way over north and south traffic.

On East Michigan Street from the Big Four Railroad tracks to Emerson Avenue, east and west traffic shall have the right-of-way over north and south traffic.

On East Tenth Street from the Big Four Railroad tracks to Emerson Avenue, east and west traffic shall have the right-of-way over north and south traffic.

On West Michigan Street from White River west to the City Limits, east and west traffic shall have the right-of-way over north and south traffic.

On Oliver Avenue from White River west to the City limits, east and west traffic shall have the right-of-way over north and south traffic.

Vehicles approaching any of the following streets, avenues or boulevards, shall come to a complete stop before continuing into or across said streets, avenues or boulevards: North Capitol Avenue from Washington Street to Maple Road Boulevard; Meridian Street from Washington Street to Canal; Maple Road Boulevard from Fall Creek Boulevard to Northwestern Avenue, East New York Street from Big Four Tracks to Emerson Avenue, and all boulevards as established by the Common Council or the Department of Park Commissioners.

(c) At street intersections where silent policemen are placed, vehicles entering such intersections shall not cross the center of such intersection streets, if such time, another vehicle is approaching from its right and about to cross its path, and is at a point within three (3) feet of such intersection. Such vehicle at the right unless herein otherwise provided shall have the right-of-way over such other vehicle.

(d) That the following named streets are hereby declared to be oneway streets between the hours of eight a. m. and seven p. m. the points hereinafter designated. Bird Street, north-bound traffic only from New York Street to Ohio Street; Hudson Street, north-bound traffic only, from New York Street to Ohio Street; Chesapeake Street, west-bound traffic only from Delaware Street to Capitol Avenue.

(e) The driver of any vehicle on the approach of any fire or police apparatus shall immediately drive said vehicle to the curb at the right-hand of the driven and stop such vehicle until such apparatus is passed.

(f) No vehicle shall follow closer than three hundred (300) feet of any fire apparatus while the same is answering an alarm of fire, and shall not approach said fire apparatus, or park said vehicle within six hundred (600) feet of the same after said apparatus has arrived and stopped at the destination of a fire.

(g) Street cars, upon the approach of such fire or police apparatus shall be stopped immediately if between a street intersection. The driver of any vehicle shall not enter any street intersection, if any police or fire apparatus is approaching such street intersection within a distance of three hundred (300) feet.

PARKING

Section 5. The parking of vehicles on the streets and public places within the City of Indianapolis, shall be permitted as follows:

(a) In the congested district and also on Washington Street, from East Street to West Street, no vehicle shall be parked for a continuous period of more than one and one-half (1½) hours, between the hours of eight a. m. and seven p. m., unless herein otherwise provided.

(b) On the Circle, no vehicle shall stop or be parked at or near the curbing of the street immediately next to and bordering the Monument, on the outer or outside of the Circle, vehicles shall be parked at right angles, with both front wheels touching the curb.

(c) All vehicles within the City of Indianapolis when parked, shall be parked parallel with the curbing within six (6) inches thereof, unless hereinafter otherwise provided. Where spaces are marked off on the pavement vehicles must keep within them.

(d) On Washington Street from Southeastern Avenue to White River, between the hours of eight o'clock a. m. and seven o'clock p. m., vehicles shall be parked at an angle of forty-five degrees.

(e) On Market Street from Pennsylvania Street to Delaware Street, in the center part thereof, vehicles may be parked, but such parking shall be at an angle of forty-five degrees. On Kentucky Avenue from Washington Street to Maryland Street, vehicles may be parked in the center thereof, but such vehicles shall be parked at an angle of forty-five degrees.

(f) On Market Street from Pennsylvania Street to Delaware Street and on Kentucky Avenue from Washington Street to Maryland Street, no vehicles shall be parked at the curbing for a longer period than fifteen (15) minutes.

(g) During such hours as the East Market of the City of Indianapolis shall be open, vehicles shall be parked at right angles with the curbing in such a manner that both front wheels of such vehicles will touch such curbing as follows: Both sides of Market Street from Delaware Street to Alabama Street; the north side of Washington Street from Delaware Street to Alabama Street; the east side of Delaware Street and Washington Street to Wabash Street, and the west side of Alabama Street from Washington Street to Wabash Street. In Ohio Street from Delaware Street

to Alabama Street, vehicles shall be parked at an angle of forty-five (45) degrees.

(h) No vehicles shall be parked at any time within the Congested District in Pearl Street, Court Street and Wabash Street, or in any alley therein.

(i) There shall be no parking at any time at the following places: The west side of Illinois Street from Washington Street to Court Street, the east side of Illinois Street from Washington Street to Pearl Street, the east side of Meridian Street from Washington Street to Pearl Street and the west side of Pennsylvania Street from Washington Street to Court Street. There shall be no parking of any vehicles at any time on the north side of Thirtieth Street from Fall Creek to White River, and on the north side of Sixteenth Street from the Monon Railroad tracks to Senate Avenue; on the north side of St. Clair Street from Senate Avenue to the L. E. & W. R. R. tracks; on the east side of Clifton Street from Roach Street to Thirty-fourth Street; on the north side of New York Street from Randolph Street to Emerson Avenue; on the west side of Bird Street from Ohio Street to New York Street.

(j) No vehicle shall be parked or permitted to stop within fifteen (15) feet of any Fire Hydrant.

(k) Between the hours of seven o'clock p. m. and eight o'clock a. m., there shall be no limitations as to the duration of time on which a vehicle shall be parked, except that at no time or in any street or alley shall any vehicle remain parked for a period of more than ten (10) hours.

(l) The Board of Public Safety of the City of Indianapolis, may by distinctive lines or other signs mark off such parking spaces as they may deem necessary and proper in a manner that may be visible and easily seen.

(m) There shall be no parking of vehicles for a space of twenty-five (25) feet immediately in front of the entrance of any church, hotel, theater, moving picture house, public meeting place within the City of Indianapolis.

SAFETY ZONES

Sec. 6. (a) For the purpose of protecting the life and limb of pedestrians, crossing the street at street intersections and passengers alighting from or boarding street cars at each corner, the Board of Public Safety may establish Safety Zones which shall be marked off and indicated by painted lines, standards, discs or loading platforms and it shall be unlawful for the driver of any vehicle to drive over or into any such Safety Zones or any such painted lines, standards, discs or loading platforms at any time.

(b) No vehicle shall remain stationary in that part of the street parallel to any such Safety Zones or within forty (40) feet thereof or within twenty (20) feet from the end thereof, except upon signal of the traffic officer directing the traffic at such places or to unload freight or passengers to business houses fronting on such Safety Zones, where there is no other means of access thereto.

(c) The occupant of any premises may prevent any parking of vehicles upon any public street in front of such premises in the following manner: Such occupants shall deposit, in the office

of the City Controller the sum of Ten (10) Dollars, for which deposit the City Controller shall give a receipt, which when presented to the Chief of Police shall entitle such occupant to receive two (2) Silent Policemen bearing the inscription "No Parking," or words of equivalent meaning. Such occupant upon returning to the Chief of Police said "Silent Policemen" shall receive a receipt which when presented to the City Controller shall entitle him to a refund of one-half ($\frac{1}{2}$) of such deposit. The balance shall go into the General Fund. Such occupant may place said "Silent Policemen" upon the edge of the sidewalk adjacent to the roadway in front of said premises and while they are so placed no vehicle shall be parked in the space included between them, provided however, that if any vehicle is lawfully parked therein when said "Silent Policemen" are set out, such vehicle may remain parked therein until the expiration of the then remaining parking time allowed by this ordinance, a space not greater than eighteen (18) feet in length, may be reserved in the foregoing manner. Reservations of space and the prohibiting of parking therein shall be made on and when such space is required immediately by said occupations, or will be required within the period of one hour at a time to each place of business within the hours of eight o'clock a. m. and seven o'clock p. m., and then only for the use in furtherance of the ordinary purpose for which such premises are occupied and such space shall be released immediately upon the termination of the necessity for reservation thereof, and nothing contained in this paragraph shall authorize the reservation of space for the parking of any occupant's own vehicle or vehicles. When there are two or more occupants of any premises who use a common entrance thereto only one space can be reserved, provided however, that by private arrangements among themselves such occupants may make common use of a single set of "Silent Policemen."

(d) During any public parade, assembly or demonstration upon the public streets, or during an emergency, the Police Department and members thereof may prohibit parking upon any street, and any owner, driver or operator of any vehicle when called upon by a police officer at any such time to remove same shall do so immediately, and if such owner, driver or operator cannot be found, any police officer may himself remove such vehicle.

RIGHT HAND TURNS

Section 7. No vehicle shall be turned to its right for the purpose of entering into or upon another street at Washington and Meridian Street within such City during the hours any traffic policeman is on duty at such corner.

LEFT HAND TURNS

Section 8. (a) No vehicle shall be turned to its left for the purpose of turning around in any street, or for turning into another street at any of the following corners, within such City during the hours any traffic policeman is on duty at such corner: Washington and Illinois Streets, Washington and Meridian Streets, Washington and Pennsylvania Streets, Ohio and Pennsylvania Streets, Wash-

ington Street and Capitol Avenue, Ohio and Meridian Streets, and Ohio and Illinois Streets.

(b) All vehicles entering the Circle shall turn to the right, and all traffic therein shall proceed in one direction, namely:— counter clock-wise, as from south to northeast, from east to northwest, from north to southwest and from west to southwest.

MOVEMENT OF TRAFFIC

Section 9. (a) On Massachusetts Avenue at Ohio Street, vehicles shall move west with the west bound traffic.

(b) On Indiana Avenue at Illinois Street, vehicles shall move south with the south bound traffic.

(c) On Virginia Avenue at Pennsylvania Street, vehicles shall move north with the north bound traffic.

(d) On Kentucky Avenue at Washington Street, vehicles shall move east with the east bound traffic.

(e) On Massachusetts Avenue, Indiana Avenue, Kentucky Avenue and Virginia Avenue, except as otherwise herein provided all vehicles shall be governed as to the direction they move at crossings by the signals of police officers and the indication of three-way semaphore.

ONE-WAY STREETS

Section 10. (a) In the Congested District in Wabash, Court, Pearl, Muskingum and Chesapeake Streets, all vehicles shall move in one direction only, entering from the south and proceeding north, and entering from the east and proceeding west, and in Court Street from East Street to West Street, traffic shall move west only.

(b) In all north and south alleys in the Congested District, vehicles shall enter from the south and proceed to the north. In all east and west alleys in the Congested District, vehicles shall enter from the east and proceed to the west, and all traffic shall turn to the right when entering or leaving these streets or alleys.

LOADING AND UNLOADING PASSENGERS

Section 11. Taxicabs and all other vehicles except street cars must load and unload passengers at a point in the street at the curbing, and in no other place, and in no instance shall such loading or unloading occur within five (5) feet of any street or of any alley intersections.

OFFICERS' SIGNALS

Section 12. Traffic officers stationed at street intersections within the congested district shall direct the movement of all the vehicles within such street intersections by the use of a semaphore or other signals. In case such signal consists of a whistle, such officer shall give one blast of the whistle which shall indicate that traffic shall move north and south; two blasts of such whistle, which shall indicate that traffic shall move east and west at any intersection where Massachusetts, Indiana, Kentucky or Virginia Avenues intersect; such traffic shall move in case of such signal by three blasts of the whistle, unless otherwise herein provided. A series of short blasts of such whistle shall indicate danger. Traffic shall move in only one direction, and when indicated by such signal, or by signal

displayed by such a semaphore and operated by traffic or other police officers, indicating the direction to which traffic is to move. This provision shall govern the movement of all vehicles and all street interurban cars.

DRIVERS' AND PEDESTRIANS' SIGNALS

Section 13. All drivers and pedestrians must at all times comply with any direction given by the voice, hand or other means, by any member of the police or fire force, as to stopping, starting, approaching or departing from any place, the manner of taking up and setting down passengers or loading or unloading goods.

PEDESTRIANS

Section 14. (a) All pedestrians crossing the street intersections in the congested district shall cross at right angles and shall not cross diagonally at such intersections. Such pedestrians shall cross only on the signal of the traffic officer, if one is stationed at such crossing, and shall move only in the direction of the traffic.

TAXICAB STANDS

Section 15. (a) No taxicab shall park at any place within the congested district except within the following places:

1. For a continuous space of one hundred and fifty (150) feet on the northeast end of the first block of Kentucky Avenue, south of Washington Street, in the center of Kentucky Avenue.

2. For a continuous space of one hundred and fifty (150) feet on the east end of Market Street, between Illinois Street and Capitol Avenue on the north side thereof.

3. On the north side of Jackson Place, between Illinois Street and McCrea Street, provided, however, that all such taxicabs shall be parked at right angles with the north curb of Jackson Place with the rear of such machines parked flat against the curb; and provided further, that no such taxicabs shall be parked within fifty feet of the east curb line of Illinois Street or the west curb line of McCrea Street.

4. Between the hours of eight o'clock a. m. and seven o'clock p. m. no vehicles except taxicabs shall park in or on any of the aforesaid spaces reserved for taxicabs.

Section 16. (a) All vehicles in McCrea Street and Georgia Street to Louisiana Street shall move in one direction only, entering from the north and proceeding to the south.

(b) In Louisiana Street from McCrea Street to Meridian Street all vehicles shall move in one direction only, entering from the west and proceeding to the east.

COMMERCIAL DELIVERY VEHICLES

Section 17. (a) On all streets, alleys and public places, commercial delivery and slow moving vehicles, shall be operated within three (3) feet of the right-hand curb of such street, unless prevented from doing so by another vehicle at or near such curb.

(b) No commercial delivery vehicle shall be operated within the congested district on Washington, Market, Ohio, Pennsylvania,

Meridian or Illinois Streets, except to haul loads over said streets to be delivered within such congested districts, or to haul any load from a point within such congested district or to some other point inside or outside of such congested district, provided, however, that in any such case, such vehicle shall be driven over the shortest route within such congested district.

REGULATIONS OF COMMERCIAL VEHICLES

Section 18. (a) No vehicles shall be driven upon any street so loaded or constructed as to prevent the driver thereof from having a clear view of the traffic on both sides of such vehicle.

(b) No vehicle shall be operated in or upon any such street or other public places, if either such vehicle or its load or the contents thereof make a lot of unusual noise. All vehicles shall be constructed or unloaded in a manner to prevent the contents from being scattered upon or over the street.

(c) No vehicle shall be driven or maintained upon the streets or public places of such city, containing any material or load projecting a distance of more than five (5) feet from the rear end of such vehicle, unless the same shall be provided with a signal as herein provided. From the hours of thirty (30) minutes after sunset to thirty (30) minutes before sunrise such vehicle shall have attached to the rear end of such load a red light of sufficient rays to be visible a distance of two hundred (200) feet, and if in the day time such signal shall be a red flag in place of such red light.

HORSE DRAWN VEHICLES

Section 19. All horse-drawn vehicles shall maintain a lighted light of white rays on the front and red light on the rear thereof, both of which shall be visible for a distance of two hundred (200) feet, while such vehicle is in or upon any street, alley or other public place in such city during the period of one-half hour before sunrise.

TOWING VEHICLES

Section 20. No vehicles shall tow another in or upon any street or public place unless such vehicles are operated at a distance of less than fifteen (15) feet apart. If such vehicle being towed at any time between one-half hour after sunset and one-half hour before sunrise, such vehicle being towed shall maintain lights on both sides and the rear thereof, visible in the rear and on both sides for a distance of at least two hundred (200) feet.

TRAILERS

Section 21. (a) Not more than one vehicle with or without motive power, commonly called a trailer, may be attached to another vehicle having motive power.

(b) No trailer shall be attached to any vehicle in such manner as to leave more space than five (5) feet between the rear line of the body of the front vehicle and the front of the body of such trailer.

(c) Every vehicle used as a trailer shall be subject to all the provisions of Ordinances relating to licenses and lights for the vehicle to which it is attached.

(d) Provided however, that this section shall not apply to any vehicle or trailer operated by the City of Indianapolis, except as to the provision of lights.

AGE OF DRIVER

Section 22. No one under eighteen (18) years of age shall be permitted to drive any motor vehicle and no one under fourteen (14) years of age shall be permitted to drive any horse-drawn vehicle.

OWNER PERMITTING CHILD TO DRIVE

Section 23. It shall be unlawful for the owner of any motor vehicle or motor bicycle or other person, to permit the same to be driven by any person under sixteen (16) years of age, and it shall be unlawful for the owner of any horse-drawn vehicle or other person to permit the same to be driven by any person under the age of fourteen (14) years.

HANGING ON VEHICLES

Section 24. No one shall ride upon, hold to or hang upon any vehicle in such manner, that his body or any part of it, shall protrude beyond the limits of the vehicle.

SMOKE, VAPOR AND LIGHTS

Section 25. (a) No vehicles excepting those of the Fire Department, Police Department, Emergency Ambulances and Salvage Corps, shall use red lights, as flash lights or spot lights on the front of said vehicles.

QUIET ZONES

Section 26. (a) There is hereby created and established a "Zone of Quiet" in all territory embraced in a distance of two hundred and fifty (250) feet from the premises of each hospital in such city. The Board of Public Safety may place at some conspicuous place in said street, within such radius of two hundred and fifty (250) feet, a sign or placard, containing the following words, "ZONE OF QUIET." No person or vehicle shall make any loud or unusual noise, sound or music within or upon any of the streets, alleys, or public places within any such "Quiet Zones," and the making of the same is hereby declared to be a nuisance.

(b) The use of any automobile horn for any purpose other than as a warning of the approach or as a danger signal is hereby declared to be a nuisance.

(c) No siren, whistle, gong, horn or device such as are used by the Fire Department, Police Department, Salvage Corps, Emergency Ambulances, U. S. Mail Vehicles, and Emergency Repair Vehicles of public utilities, shall be used on bicycles, automobiles, trucks or other vehicles not requiring the use of the same, and such use thereof is hereby declared to be a nuisance.

STREET CAR REGULATIONS

Section 27. (a) Street cars shall have the right of way over all other traffic except as herein otherwise provided, between cross

streets. In case any vehicle or person shall be in or upon any track over which an approaching street car is traveling, the operator of such street car shall signal the driver of such vehicle, and upon such signal it shall be the duty as soon as practicable for such driver of such vehicle or such pedestrian to turn out of such track.

(b) The operator of any street car when the same is exceeding the rate of speed of ten (10) miles per hour, shall not operate the same except at a distance of more than two hundred (200) feet from any other street car on the same track, and when such street car is being operated at a speed not exceeding ten (10) miles per hour, or when such street car is stopped during blockades or otherwise a clear space of not less than ten (10) feet shall be kept between such street car and any other street car on the same track, provided, however, that this provision shall not apply in case of two or more street cars or trailers attached together, or about to be attached together for the purpose of being operated while connected with each other.

(c) City street cars and interurban cars shall not be operated at any place within the city at a greater rate of speed than twenty-five (25) miles per hour, outside the congested district, and not exceeding ten (10) miles per hour within the congested district.

(d) Street and interurban cars shall stop at the near side of street crossings.

(e) All passengers must be loaded and unloaded in Safety Zones as marked by the Police Department.

Section 28. It is hereby made the duty of every person, firm or corporation, operating any vehicle within such city, or causing or permitting the use or operation of any such vehicle to comply with all the provisions of any person, firm or corporation violating any of the above provisions of this Ordinance shall upon conviction be fined in any sum not exceeding Three Hundred (300.00) Dollars, to which may be added imprisonment not exceeding One Hundred and eighty (180) days.

Section 29. All Ordinances or parts of Ordinances in conflict herewith are hereby repealed, provided, however, that none of the provisions of this Ordinance shall affect any pending cause of action or rights of action, either civil or penal, arising from or growing out of any violation of any of the provisions of any Ordinance or parts of Ordinances.

This Ordinance shall be in full force and effect from and after its passage and publication as required by law.

WALTER W. WISE.

Which was read a first time and referred to the Committee on Public Safety.

By the City Civil Engineer:

SPECIAL ORDINANCE NO. 3, 1923

AN ORDINANCE disannexing certain territory in the City of Indianapolis, Indiana, defining a part of the boundary line of said city and fixing a time when the same shall take effect.

Section 1. That the following described territory now within *Be it Ordained by the Common Council of the City of Indianapolis, Indiana:*

the corporate limits of the City of Indianapolis be, and the same is hereby disannexed from and thrown out of the City of Indianapolis, Indiana, to-wit:

Beginning on the present corporation line at its intersection with the north line of West Raymond Street; thence east with the north line of Raymond Street to the west right-of-way line of the Indianapolis & Vincennes R. R. Company; thence northwest with said right-of-way line to the east line of Belmont Avenue; thence south with the east line of Belmont Avenue and the east line of Belmont Avenue extended south to a point, said point being 379 feet of the center line of West Raymond Street; thence west to the present corporation line; thence northwest, northeasterly, west and north with the present corporation line to the point, or place of beginning.

Section 2. This Ordinance shall be in full force and effect from and after its passage.

Which was read a first time and referred to the Committee on Parks.

INTRODUCTION OF MISCELLANEOUS BUSINESS

By Mr. Wise:

January 15, 1923.

To the President and Members of the Common Council of the City of Indianapolis, Indiana:

—RESOLUTION—

Be it resolved that as a majority of the Common Council did make a request to the Mayor and Board of Public Safety, that there be no right turn on Washington Street at Illinois, Meridian and Pennsylvania Streets, for a period of two weeks for the protection of human life and limb to the pedestrian, and whereas, the Board of Public Safety did refuse such request and did issue orders to the Police Department to violate the traffic laws of the City of Indianapolis by granting vehicles the right to make left turns, which is against the traffic rules, therefore be it resolved; that the Safety Board be requested to give orders to the Police Department that the traffic laws be lived up to until the same has been amended or repealed by the Common Council of the City of Indianapolis.

(Signed)

WALTER W. WISE,
I. L. BRAMBLETT,
THEO. J. BERND,
BEN H. THOMPSON,
L. D. CLAYCOMBE,
JOHN E. KING.

On motion of Mr. Bramblett the resolution was adopted.

On motion of Mr. Bernd the clerk was instructed to present copies of the above resolution to the Mayor and the Board of Public Safety.

ORDINANCES ON SECOND READING

Mr. Claycombe called for Appropriation Ordinance No. 54, 1922, for second reading. It was read a second time.

By Mr. Claycombe:

I move that Appropriation Ordinance No. 54, 1922, be amended as follows:

That wherever the amount of \$2,339.91 appears therein that the same shall be changed to read \$2,293.92 (Twenty-two Hundred and Ninety-three Dollars and Ninety-two Cents).

L. D. CLAYCOMBE.

Mr. Thompson moved that Appropriation Ordinance No. 54, 1922, be ordered engrossed, read as amended, read a third time and placed upon its passage. Carried.

Appropriation Ordinance No. 54, 1922, was read a third time and passed by the following vote:

Ayes, 8, viz.: Messrs. Bramblett, Buchanan, Clauer, Claycombe, Ray, Thompson, Wise and President John E. King.

Noes, 1, viz.: Mr. Bernd.

Mr. Thompson called for Appropriation Ordinance No. 1, 1923, for second reading. It was read a second time.

Mr. Thompson moved that Appropriation Ordinance No. 1, 1923, be ordered engrossed, read a third time and placed upon its passage. Carried.

Appropriation Ordinance No. 1, 1923, was read a third time and passed by the following vote.

Ayes, 9, viz.: Messrs. Bernd, Bramblett, Buchanan, Clauer, Claycombe, Ray, Thompson, Wise and President John E. King.

Mr. Thompson called for Appropriation Ordinance No. 2, 1923, for second reading. It was read a second time.

Mr. Thompson moved that Appropriation Ordinance No. 2, 1923, be ordered engrossed, read a third time and placed upon its passage. Carried.

Appropriation Ordinance No. 2, 1923, was read a third time and passed by the following vote:

Ayes, 9, viz.: Messrs. Bernd, Bramblett, Buchanan, Clauer, Claycombe, Ray, Thompson, Wise and President John E. King.

Mr. Claycombe called for Special Ordinance No. 2, 1923, for second reading. It was read a second time.

Mr. Claycombe moved that Special Ordinance No. 2, 1923, be ordered engrossed, read a third time and placed upon its passage. Carried.

Special Ordinance No. 2, 1923, was read a third time and passed by the following vote:

Ayes, 8, viz.: Messrs. Bernd, Bramblett, Claycombe, Clauer, Ray, Thompson, Wise and President John E. King.

Noes, 1, viz.: Mr. Buchanan.

January 15, 1923]

CITY OF INDIANAPOLIS, IND.

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On motion of Mr. Clauer, the Common Council, at 9:30 o'clock p. m., adjourned.

John E. King

President.

Attest:

John N. Rhodehamel

City Clerk.