

REGULAR MEETING

Monday, November 21, 1927.

The Common Council of the City of Indianapolis met in regular session in the Council Chamber at 7:30 p. m., Monday, November 21, 1927, President Claude E. Negley in the chair.

The Clerk called the roll.

Present: Hon. Claude E. Negley, President, and eight members, viz: O. Ray Albertson, O. E. Bartholomew, W. R. Dorsett, M. W. Ferguson, B. J. Moore, Edward B. Raub, Robert E. Springsteen, Dr. A. H. Todd.

On motion of Mr. Bartholomew, seconded by Dr. Todd, the reading of the minutes of the previous meeting was dispensed with.

COMMUNICATIONS FROM MAYOR

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

November 8, 1927.

Gentlemen—I have this day, as of ten-thirty a. m., approved with my signature as Mayor Pro Tempore and delivered to William A. Boyce, Jr., City Clerk, General Ordinance 79, 1927, "An Ordinance amending Section 1 of General Ordinance 49, 1926;" also General Ordinance 85, 1925, "An Ordinance amending Section 395 of General Ordinance 121, 1925."

Very truly yours,

CLAUDE E. NEGLEY,
Mayor Pro Tempore.

Honorable Claude E. Negley, President Common Council of the City of Indianapolis, Indiana:

My dear Mr. President—Acknowledging your very kind invitation to attend the next regular Council meeting, Monday, November

21, and inviting me to address the Council on that occasion, permit me to express to you, and through you to the Council, the very great pleasure which this invitation gives me and to welcome the opportunity of addressing the Council upon such subjects relative to the policy of the present administration as may be in my judgment proper at that time and place.

Your reference to having a discussion of "mutual municipal problems" invites me to say that this is an exceedingly important matter at this time and that I cannot refrain from saying in this letter, previous to the address being made, that it will be upon the basis of a mutual government and administration of public affairs that I shall come before your honorable body.

Very truly yours,
L. ERT. SLACK, Mayor.

November 15, 1927.

Hon. L. Ert Slack, Mayor, City of Indianapolis: L L

My dear Mayor—As president of the Common Council of the City of Indianapolis it is my pleasure to tender you this official invitation to attend our next regular Council meeting, Monday, November 21st, at which time you will be welcomed by the members thereof, and who, will, no doubt, be glad to hear from you directly, an outline of your administration policy as Mayor of our No Mean City.

Hoping that you will be able to avail yourself of this opportunity to be present with us and discuss mutual municipal problems, I am,

Very Sincerely yours,
CLAUDE E. NEGLEY, President.

REPORTS FROM CITY OFFICIALS

November 18, 1927.

Mr. William A. Boyce, Jr., City Clerk, Indianapolis, Indiana:

Dear Sir—Enclosed find eleven (11) copies of switch contract for The Deubener Shopping Bag Company, from the Pennsylvania Railroad Company main line to their plant in Holliday street, approved by Board November 18th, 1927.

The Board of Public Works desires that you present this switch

contract to the Common Council for their consideration and action.

Yours very truly,
WAYNE EMMELMAN,
Clerk, Board of Public Works.

November 21, 1927.

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

Gentlemen—I have been requested by the Board of Public Works to submit the attached General Ordinance transferring and reappropriating the sum of Seven Hundred (\$700.00) Dollars from Municipal Garage Fund No. 12-1 to the Assessment Bureau Fund No. 12-1, both in the Department of Public Works.

I respectfully recommend the passage of this ordinance.

Very truly yours,
STERLING R. HOLT,
City Controller.

November 18, 1927.

Mr. Sterling R. Holt, City Controller:

Dear sir—The Board requests that you have prepared an Ordinance for the transfer of Seven Hundred Dollars (\$700.00) from Municipal Garage Fund No. 12-1 to the Assessment Bureau Fund No. 12-1, and submit the same with your recommendation to the Common Council for consideration.

Yours very truly,
WAYNE EMMELMANN,
Clerk, Board of Public Works.

November 21, 1927

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

Gentlemen—I have been requested by the Board of Public Works to submit to you the attached General Ordinance transferring and reappropriating the sum of Two Thousand Five Hundred (\$2,500.00) Dollars from various funds in the Street Commissioners Department, Board of Public Works, to General Supplies, No. 38, Street Commissioners Department, Board of Public Works.

I respectfully recommend the passage of this ordinance.

Yours,

STERLING R. HOLT,
City Controller.

November 18, 1927.

Mr. Sterling R. Holt, City Controller:

Dear Sir—The Board requests that you have prepared an Ordinance for the transfer of the following:

From Street and Alley Materials No. 43	-----	\$2,000.00
From Rent and Tax No. 54	-----	250.00
From Repair Parts No. 45	-----	240.00
		<hr/>
Street Commissioners Dept.	-----	\$2,500.00

to General Supplies --o. 38 Street Commissioners Department, and submit same with your recommendation to the Common Council for consideration.

Yours very truly,

WAYNE EMMELMANN,
Clerk, Board of Public Works.

November 21, 1927.

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

Gentlemen—I have been requested by the Board of Public Works to submit to you the attached General Ordinance transferring the sum of One Thousand Four Hundred and Fifty (\$1,450.00) Dollars from various funds in the Street Commissioners Office and reappropriating the same to Garage and Motor Supplies, No. 33, Municipal Garage, both under the Board of Public Works.

I respectfully recommend the passage of this ordinance.

Yours,

STERLING R. HOLT,
City Controller.

November 18, 1927.

Mr. Sterling R. Holt, City Controller:

Dear Sir—The Board requests that you have prepared an Ordinance for the transfer of the following from the Street Com-

missioners Office to Garage and Motor Supplies No. 33, Municipal Garage, and submit same with your recommendation to the Common Council for consideration:

From Unimproved Streets No. 12-2 Light Trucks -----	\$ 875.00
From Unimproved Streets No. 12-2 Helpers -----	100.00
From Heat, Light and Power No. 22 -----	250.00
From Printing and Advertising No. 24 -----	25.00
From Fuel and Ice No. 32 -----	200.00
	\$1,450.00

Yours very truly,
 WAYNE EMMELMANN,
 Clerk, Board of Public Works.
 November 21, 1927.

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

Gentlemen—Attached please find copies of a General Ordinance transferring the sum of Forty-nine Hundred Thirty-five Dollars and Sixty-five Cents (\$4,935.65) from Street Repair Fund, No. 12-2 and reappropriating the same to C. C. E. O. Inspectors' Fund, No. 11-3, under the Board of Public Works.

I respectfully recommend the passage of this ordinance.

Yours,
 STERLING R. HOLT,
 City Controller.

Hon. L. Ert Slack, Mayor, City of Indianapolis: L L

Dear Sir—The C. C. E. O. Inspectors' Fund, No. 11-3, has not sufficient money in the budget to pay inspectors for services already rendered and to be rendered during the balance of the year.

I would therefore ask that you request the Council to pass an ordinance transferring the balance in the Street Repair Fund, No. 12-2, in the sum of Forty-nine Hundred Thirty-five and Sixty-five Hundredths (\$4,935.65) to this inspectors' fund, which will take care of that for the balance of this year.

Yours very truly,
 A. H. MOORE,
 City Civil Engineer.

November 21, 1927.

Mr. William A. Boyce, Jr., City Clerk, Indianapolis, Indiana:

Dear Sir—Persuant to this letter an Ordinance regarding elevator installations was sent you and we hereby asking that a first reading of this ordinance will be made tonight.

Very truly yours,

W. A. OSBON,

Commissioner of Buildings.

Per, John McGregor, Jr.,

Elevator Inspector.

OTHER COMMUNICATIONS

State of Indiana, Office of the State Board of Tax Commissioners.

In the matter of the objections to the tax levies for Indianapolis Civil City for the year 1927.

No. 67.

October 29, 1927.

Ten or more taxpayers within the time required by law having petitioned the certification of the tax levies as made by the local taxing officers of Indianapolis Civil City, Indiana, to this Board for review and final action, and the auditor having duly certified said petition to this Board, hearing on the same was fixed for October 4, 1927, at the office of the State Board of Tax Commissioners, 231 State House, Indianapolis.

And this Board, having heard and considered the evidence and arguments and being fully advised in the premises, now finds that the levies for the Civil City of Indianapolis as fixed by the local taxing officers for the General Fund, the Tuberculosis Fund, Sanitary Maintenance Fund, Additional Sanitary Maintenance Fund, Sanitary Bond Fund and Board of Health, are as follows:

General Fund -----	\$.6125
Tuberculosis Fund -----	.0075
Sanitary Maintenance Fund -----	.071
Additional Sanitary Maintenance for Court Judgment -----	.004
Sanitary Bond Fund -----	.044
Board of Health -----	.095

The Board further finds that a levy of .568 will produce an amount sufficient for the General Fund and that it should be so reduced. It is ordered that the distribution of the deduction herein made be left to the discretion of the local officers.

The Board further finds that a levy of .007 will produce an amount sufficient for the Tuberculosis Fund; that a levy of .085 will produce an amount sufficient for the Board of Health, and that these levies should be so reduced. The Board further finds that a levy of .043 will produce an amount sufficient for the Sanitary Bond Fund, and that a levy of .063 will produce an amount sufficient for the Sanitary Maintenance Fund and that these levies should be so reduced. In the matter of the levy for the Sanitary Maintenance Fund the reduction should apply as follows:

Ash and Garbage Collection—

No. 11 Supt. -----	\$4,000	
Foreman -----	500	
Mechanic -----	1,825	\$6,325
		<hr/>

Sewage Treatment Dept.

No. 11 Supt. -----	\$4,200	
Foreman Activated Plant -----	3,000	\$7,200
		<hr/>

Garbage Reduction—

No. 11 Supt. -----	\$3,360	
Mechanic -----	2,440	
Laborers -----	2,464	\$8,264
		<hr/>

\$21,789

Allowing for Chief Inspector under Ash and

Garbage Collection -----	2,000	
		<hr/>

\$19,789

It is therefore ordered, adjudged and decreed by the State Board of Tax Commissioners that the tax levies for the General Fund, the Tuberculosis Fund, Sanitary Maintenance Fund, Additional Sanitary Maintenance, Sanitary Bond Fund and the Board of Health of the Civil City of Indianapolis, upon which taxes are to be collected in the year 1928, be and the same are fixed as follows upon each one hundred dollars of taxable property in the city of Indianapolis:

General Fund -----	\$.568
Tuberculosis Fund -----	.007

Sanitary Maintenance Fund -----	.063
Additional Sanitary Maintenance for Court Judgment -----	.004
Sanitary Bond Fund -----	.043
Board of Health -----	.085

The Board further orders that no change be made in the other levies for the civil city of Indianapolis.

It is further ordered that the action and determination of this Board be certified to the Auditor of Marion County, Indiana.

STATE BOARD OF TAX COMMISSIONERS OF INDIANA.

Attest:

John J. Brown, Chairman.

Owen S. Boling, Secretary.

President Negley introduced Mayor L. Ert Slack. Mayor Slack addressed the Council as follows:

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

In appearing before you as the recently elected Mayor of the City of Indianapolis, I wish to extend thanks and express my gratitude for this opportunity and honor. It is needless to say that the position carries with it great responsibilities. Under the conditions existing at the time of my election, even though I was wholly unprepared to assume the duties of the office, I felt that it was my solemn duty to assume the oath of office and proceed to perform these duties to the best of my ability. In appearing before you at this time I have no particular specific program or plan to propose. My main object at this time is to convince you, as the legislative department of this city, and to also convince the citizens of Indianapolis in general, of my sincerity of purpose and desire, to do everything possible within my ability toward the betterment of our city government and for the general welfare of all our people and all their legitimate interests.

Indianapolis is a great city and on account of its geographical location and the character of its citizenship there is no reason why it should not stand out pre-eminently among the cities of the entire United States. I am sure you will agree with me that it is our duty to manage and govern this city in so far as the law lays that burden upon us, to the end that the general welfare of the people will be

protected and promoted and the industries and civic movements will be encouraged. No city in this country has greater possibilities than has the City of Indianapolis. It is generally known that this city is especially attractive for industrial enterprise and development. Unless a municipality has a government that is also attractive, more than likely there will be doubt and hesitation on the part of industrial enterprises to locate or extend their business here. There is a close relationship between the government of a city and the progress, or lack of it, in all civic, moral or industrial conditions. We should not hesitate one moment in our determination to improve conditions which have been and are now existing in our "No Mean City."

One of the greatest assets of any city is that of its newspapers. One of the prime necessities of this administration is that it have the confident support of the public press. The public press of this city has been moulding public sentiment and the people are appreciative and desire it to continue to lead in constructive thought and action. I am certainly most grateful and mindful on account of the aid and attitude of the press so far.

Only one suggestion have I to make regarding the press and that is to re-advertise Indianapolis. Let's not continue to broadcast previous conditions that do not now exist. You gentlemen have no doubt already observed that I have made no criticism of any past performances, nor have I tried to capitalize on past mistakes. You have no doubt heard or read that the present Mayor wanted an administration "from here on out," not "from here on back."

One reason why I have not criticized past transactions is that it would not help to re-establish satisfactory conditions in Indianapolis, and another reason is that every citizen of Indianapolis should realize we have had enough criticism, both at home and abroad. At least we should quit criticizing ourselves and hope for less criticism from others. As long as our own people spread a propaganda of sneering, faultfinding, mysterious doubt and lack of confidence we can not expect our neighbor cities and contemporaries to give us a handshake of approval. Personally, I ask neither favor or quarter of our local press, but do ask that our City be given a square deal.

You may think I am opposed to criticism. Not so. I am now publicly inviting the press of this city to criticize my plans, purposes and thoughts as expressed in this first formal public address.

The politics of individual members of this Council is not troubling me. You Republicans, composing two-thirds of the Council, have that great American privilege of political independence and I

shall, of course, exercise the same right and privilege of being a Democrat. However, if I play politics in my office and you play politics in your official duties, we can not hope to have a very harmonious or beneficial administration of public affairs. I promise to perform my public duties on the basis of honesty, fairness and the general good of the citizens and politics shall not and can not swerve me from that purpose.

I wonder if it ever occurred to some people that we could have a Democratic administration without politics in it. Well, we are going to have one for the next two years for the exclusive benefit of the hide bound partisans that never see anything good in the other fellow's party. Here I am, a known Democrat, chosen Mayor by a Council consisting of six Republicans and three Democrats, the actual vote being the three Democrats and two of the Republicans. Now, do you think I do not know that it is absolutely necessary for the Mayor and City Council to work together? Our departments of city government, as in the case of the State and national governments, consists of legislative, executive and judicial. Yours is legislative, mine executive, but we can not have a successful city government unless we work together. I am perfectly willing at this time to accept you gentlemen as councilmen of the City of Indianapolis and could not do otherwise if I desired so to do, because you were elected by the people and hold the office.

I want to speak plainly so all may understand. We will no doubt retain Republican officials and employees while at the same time we are appointing and employing both Democrats and Republicans, but neither will be considered except on their own merit. It will be useless for you, whether Democrat or Republican, to ask for any appointment except upon the basis of ability and integrity. So far not a request has come to me except on the basis of merit.

I supported the City Manager form of government and have repeatedly asserted my desire to help prepare for this change January 1, 1930. It is not an easy task to make this change. I do not want to criticise or look backward, but we have had so much petty politics in our city government that it is deep seated, and if you had elected a City Manager instead of a Mayor it is doubtful if he could have uprooted this condition in the next two years. It takes time, it takes thought and investigation and, therefore, I am proceeding slowly. I intend to better present conditions and nothing can interfere with this determination.

Some say they want to have a non-partisan administration, and the law compels me to have a bi-partisan administration. The near-

est I can possibly give is to have an administration where the public business will be carried on by the highest type of appointment and employees, selected for their ability, integrity and energy, where politics will not be in control anywhere at any time. It all depends on my appointees.

To attain this desirable result, some advise that I select one Board of two Democrats, and one Republican; and another of two Republicans and one Democrat, and so on, in departments. If I thought this would take politics out of the City Hall I would proceed to do that very thing, but, frankly, I think it would be merely establishing two departments of different political faiths in which the possibilities of their vieing with each other would be more likely than if I would establish both from one or other parties. I do not want to see one department made up of Democrats trying to make that department Democratic, and another department made up of Republicans trying to make that department Republican. That would not be non-partisanship in our City government,—on the contrary, it would be the rankest kind of petty politics.

I do not see why my proposition can not be accepted at its face value until such time as it is disclosed that I am not sincere. My proposition is, and I have repeatedly stated it, that I will not be a political Mayor; that I will not permit petty politics to operate in the city government for the next two years; that, on account of being a Democrat and everybody in the city and state knowing that I am a Democrat, I can not avoid the condition of the administration being classified as a Democratic administration. It is inevitable that it will be classified as a Democratic administration. If I were to appoint all the Boards Republican, it would still be a Democratic administration. Therefore, in public statements I have said that this is going to be a Democratic administration but on all occasions when I have referred to this subject, I have said that it is going to be an administration without politics in it. Of course, that is meant that this administration will not play politics at any time in a transaction of public business and if any department in this government during the time I am Mayor undertakes to play politics and to allow politics to interfere with the proper and wholesome transaction of the public business, I will exercise every power at my command to stop such practice. No one could have lived in Indianapolis in the last five or six years and not have been impressed with the duty that now devolves upon the present Mayor of this city.

I want to get along with you. I want to work and co-operate with you. I want to recognize and respect your position and your

rights, and I do not know of any good reason why we should have a single difference or inharmonious condition. While four of you did not support me in the election, please understand that makes no difference whatsoever in my attitude or place you to any disadvantage.

The appointing power rests largely in the Mayor, while the legislative power primarily and properly rests in you. I shall, therefore, exercise my power and certainly shall not assume to interfere in yours. If we should disagree, the responsibility rests where it belongs.

My object is to select the best Boards possible and appoint no one unless I am thoroughly convinced it is the right thing to do and these Boards are, also, going to co-operate with the Council in every way for the good of Indianapolis.

I am constrained to believe that all of you are through with petty politics. Whatever your previous obligations may have been my election wiped the slate clean. Whatever factions previously have existed, should now be abolished. You should at once realize that the present Mayor is not interested in any factions and will not recognize any faction in his public service. I assume your factional troubles are ended and freedom of action now exists. My own position is absolutely unfettered and disconnected from all political or other factions, cliques, groups or classes. Only the welfare of Indianapolis concerns us. Some of you knew before my election and all of you now know, that my thought is that Indianapolis needs a cleaning up of city government and so far as I am able, with your assistance, and the assistance of other departments, this city shall be properly managed for the next two years. Some of you knew before my election and all of you know now, that the great need of this city is to get ready for a City Manager form of government and prepare to deliver to the coming City Manager a municipal corporation in as good moral, financial and physical condition as we can possibly make it. I was for the change that was made, am for it now and will be for it all during the legislative session of 1929 and to the end of my term. Whether you favor it or not on principle, the change was decisively made and we must prepare this city for the first day of January 1930 when the City Manager form goes into operation. I am not trying to be City Manager and will not be an applicant for that place. My ambition will be fully realized December 31, 1929, if I am permitted to perform the duties of Mayor as I want to perform them. I shall go back to my law practice without political ambitions.

With only a few days of opportunity to learn about existing conditions, it appears to me that we have much to do. All we can do at present is to listen, investigate and learn the facts. The making of decision on propositions of major importance must be slow and deliberate. Some matters have already been presented, about which there are serious and sincere differences of opinion and suggestion. Radical changes of policy and existing departments are suggested. My idea at present is to go slow on radical changes in departments or department methods, and perhaps leave all doubtful questions for the final decision of the City Manager government. I am not referring to the matter of appointments, but rather to important changes in departmental business, and major financial and physical improvement problems. I feel certain some proposals already made can be carefully investigated and perhaps some conclusions be made as suggestions to the new form of government beginning in 1930.

The city budget presents certain good and certain bad features. The budget plan, or system, meets my hearty approval. The main benefit of a budget is to have it carefully made and then abide by it. Evidently this has not always been followed. I fully realize the importance of not only the budget of 1927, but also of the proposed budget of 1928, but as yet I am not sufficiently informed about them. The particular instance of which I am most familiar occurs in the Mayor's office. The budget for 1927 is inadequate and the budget proposed for 1928 is not arranged as I would like and the total cost is excessive. I certainly do not need a private secretary at \$3,600.00 per year as proposed in the 1928 budget, but I do need other help than is provided in 1927 budget. By a re-arrangement, were that possible, we could have a more practical and efficient service in the Office of Mayor and have it at a less total expense than proposed in the 1928 budget. However, it is not my purpose to try to reform or remake these budgets because I am content to abide by them as made, reserving the privilege and the aim to improve the budget for 1929.

The financial condition of this city is "not so good." This important matter is new to me and we know very little about it as yet except that the 1928 budget is already fixed and my duty and yours is to abide by and operate under it. Certain it is that the expenses of this city for 1928 should be scrutinized, pared and kept as low as good government will permit. A public dollar must buy as much as a private dollar and waste of public money or time or property is unfair, unpopular and will not be tolerated.

Without question, the safety of our city, its people and their

property is of prime importance. In fact, it is so important in my estimation that special personal attention shall be given it, accepting full responsibility for its operating to the highest point of efficiency possible for humans to operate it.

Therefore, efficiency, ability, honesty and energy is absolutely necessary. I hold no club over our Safety Department or the officers and men in the fire or police departments, but, since I am not going to play politics in the Safety Department, the officers and men will best follow my example. Please do not try to trifle with the vital subject of protection against fire and crime and play no favorites. There will be no courtesy cards in this administration.

Some changes may be made, and are, in fact, necessary on account of previous wrongs to be righted, and in the interest of better service; but in the meantime and all the time, 100% service is imperative.

It should be definitely and distinctly understood that Indianapolis does not need and will not tolerate any sort of conditions commonly understood as "legalized" crime or vice. We have no place here for any such baneful institutions, and it is quite necessary for criminals of all kinds, unlawfully plying their trades in this city, to understand that this city is no place for them. Whether previous conditions have been such as to invite them to operate here or not, they should immediately understand that their presence in this city is a public menace and will not be permitted.

On account of the wide-spread and unprecedented increase of crime all over this country, it is quite natural that Indianapolis would also have its troubles with criminals. The hope to entirely eliminate crime is probably a vain hope, but we can set our faces against the professional criminals and the operation of so-called "legalized" crime and vice, and so far as it may be within my power as Mayor of this city, operating through the Department of Public Safety, regardless of its personnel, we shall make the greatest possible effort to stamp out every unlawful or criminal operation within our city.

Our public health is good. We are very grateful for this blessing even if our blessings have been few. This administration is interested in the highest and best efficiency in hospital advantages for those needing such attention, and there will be no retarding; on the contrary, there will be progress toward the protection of our public health and our public health advantages shall be kept at the highest point of efficiency.

Public contracts, improvements, repairs, relations with public utilities, privileges, official inspections, labor in and out of offices and all other municipal affairs shall be managed, controlled and operated only upon fair, just and honest terms and conditions with the word "graft" erased and blotted out of everything.

Even the smallest petty graft can not prevail, and if discovered anywhere at any time by any one, dismissal comes instantly. I know this Council will aid me in this determination.

Your honorable President mentioned to me the subject of special sessions of the Council. As Mayor I may or may not be concerned with that subject, but my thought about it is that we have no special sessions for purely political or personal reasons and have all we need for the transaction of public business wherever emergency exists.

I am not here to settle or even interfere with factional disputes of either Republicans or Democrats if any exist. In fact, it is extremely doubtful that I could settle them if I tried to do so. However, if I could make you and the people of this city understand that this administration is not concerned with party factions and is, in fact, opposed to them, I would be very happy.

I am deeply concerned about local and foreign criticism of our great City of Indianapolis. We all know of the local criticism of our did not know of the extent of the wide-spread foreign criticism. We must re-advertise Indianapolis. I want to help do this whether I remain Mayor or not. It is a work to be done mainly by our local newspapers and for that reason it is my first desire to convince them of my sincerity of purpose to help redeem this "No Mean City." We shall not complain of constructive criticism, but I sincerely hope that my period of probation will not be unduly extended and that when appointments and changes are made and services rendered, that deserve approval, that such approval will be extended.

Thank you for this honor and opportunity.

Dr. Todd made a motion that Mayor Slack's address be printed in the Council Proceedings. The motion was seconded by Mr. Dorsett, and passed by unanimous vote.

Mr. Ferguson presented the following written Resolution:

November 21, 1927.

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

I offer the following resolution:

WHEREAS, our president has extended an invitation to the Honorable L. Ert Slack, Mayor of the City of Indianapolis to address us on this occasion, and

WHEREAS, the honorable mayor has kindly accepted the invitation of our president,

BE IT RESOLVED, that we hereby express our appreciation of his address, and

BE IT FURTHER RESOLVED, that this council assures the Honorable Mayor that it will co-operate with him in every way possible to give to the City of Indianapolis the best possible administration.

BE IT FURTHER RESOLVED, that we give a vote of thanks to our Mayor for his splendid address.

I hereby move the adoption of the resolution.

MILLARD W. FERGUSON.

The motion was seconded by Mr. Bartholomew, and passed by the following roll call vote:

Ayes, 9, viz: Mr. Albertson, Mr. Bartholomew, Mr. Dorsett, Mr. Ferguson, Mr. Moore, Mr. Raub, Dr. Todd, President Negley.

REPORTS FROM STANDING COMMITTEES

Indianapolis, Ind., November 21, 1927.

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

Gentlemen—We, your committee on Public Works to whom was referred General Ordinance No. 104, 1927 beg leave to report that

we have had said ordinance under consideration, and recommend that the same be passed.

E. B. RAUB, Chairman.
A. H. TODD.

Indianapolis, Ind., November 21, 1927.

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

Gentlemen—We, your committee on Welfare to whom was referred General Ordinance No. 66, 1927, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

O. RAY ALBERTSON, Chairman.
E. B. RAUB.
O. E. BARTHOLOMEW.
A. H. TODD.

Indianapolis, Ind., November 21, 1927.

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

Gentlemen—We, your committee on Welfare to whom was referred General Ordinance No. 62, 1927, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

O. RAY ALBERTSON, Chairman.
E. B. RAUB.
O. E. BARTHOLOMEW.

Indianapolis, Ind., November 21, 1927.

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

Gentlemen—We, your committee on Welfare to whom was referred General Ordinance No. 61, 1927, beg leave to report that we have had said ordinance under consideration, and recommend that the same be not passed.

O. RAY ALBERTSON, Chairman.
E. B. RAUB.
O. E. BARTHOLOMEW.
A. H. TODD.

Indianapolis, Ind., November 21, 1927.

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

Gentlemen—We, your committee on Welfare to whom was referred General Ordinance No. 64, 1927, beg leave to report that we have had said ordinance under consideration, and recommend that the same be not passed.

O. RAY ALBERTSON, Chairman.
E. B. RAUB.
O. E. BARTHOLOMEW.
A. H. TODD.

Indianapolis, Ind., November 21, 1927.

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

Gentlemen—We, your committee on Welfare to whom was referred General Ordinance No. 67, 1927, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

O. RAY ALBERTSON, Chairman.
E. B. RAUB.
O. E. BARTHOLOMEW.
A. H. TODD.

Indianapolis, Ind., November 21, 1927.

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

Gentlemen—We, your committee on Welfare to whom was referred General Ordinance No. 57, 1927, beg leave to report that we have had said ordinance under consideration, and recommend that the same be stricken from files.

O. RAY ALBERTSON, Chairman.
E. B. RAUB.
O. E. BARTHOLOMEW.
A. H. TODD.

Indianapolis, Ind., November 21, 1927.

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

Gentlemen—We, your committee on Welfare to whom was

referred General Ordinance No. 60, 1927, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

O. RAY ALBERTSON, Chairman.
E. B. RAUB.
O. E. BARTHOLOMEW.

Indianapolis, Ind., November 21, 1927.

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 General Ordinances No. 106, 107 and 108 beg leave to report that we have had said ordinances under consideration, and recommend that the same be passed.

O. RAY ALBERTSON, Chairman.
O. E. BARTHOLOMEW.
E. B. RAUB.
A. H. TODD.
R. E. SPRINGSTEEN.

Indianapolis, Ind., November 21, 1927.

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

Gentlemen—We, your committee on Public Works to whom was referred General Ordinance No. 109, 1927, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed under suspension of the rules.

E. B. RAUB, Chairman.
O. RAY ALBERTSON.
R. E. SPRINGSTEEN.

INTRODUCTION OF GENERAL ORDINANCES

By Board of Works:

SWITCH CONTRACT

GENERAL ORDINANCE No. 109, 1927

AN ORDINANCE approving a certain contract granting The Deubener Shopping Bag Company the right to lay and maintain a sidetrack or switch from the Pennsylvania Railroad Company

main line to their plant in Holliday street according to blue print attached, in the City of Indianapolis, Indiana.

WHEREAS, heretofore, to-wit: on the 16th day of November, 1927, The Deubener Shopping Bag Company 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: L L

Gentlemen: The Deubener Shopping Bag Company is desirous of obtaining consent of the Board of Public Works and of the Common Council of the City of Indianapolis, Marion County, Indiana, for the construction of a railroad switch into their plant, located on Holliday Street south of the intersection of Holliday Street and Stanley Avenue, for the purpose of having adequate shipping facilities.

NOW THEREFORE, This agreement made and entered into this 16th day of November, 1927, by and between The Deubener Shopping Bag Company 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 sidetrack or switch from the main track of the Pennsylvania Railroad Company extending into and across Holliday Street and crossing Stanley Avenue, public thoroughfares in the City of Indianapolis, and into their plant located on Holliday Street east of Stanley Avenue, in the City of Indianapolis, which is more specifically described as follows: Extending south-eastwardly from the main track of the Pennsylvania Railroad Company into and across Holliday Street (Nelson Street) at a point One Hundred Eighty (180) feet west of the intersection of Holliday Street and Stanley Avenue at an angle of about 49 degrees, thence across the northeast corner of Lot No. 5 "Yoke Heirs Partition"—Sub Division, which property is owned by the Granite Improvement Company, a subsidiary of the Pennsylvania Railroad Company, thence across Stanley Avenue, at a point One Hundred Twenty (120) feet south of the intersection of Stanley Avenue and Holliday Street, and at an angle of 71 degrees, where it enters Lot No. 6 of said Sub-Division now or recently owned by the Burrell-Dugger Company, 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 track intersects ----- 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 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 himself 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 violation 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 sidetrack or switch across----- 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 16th day of November, 1927.

THE DEUBENER SHOPPING BAG COMPANY.

Walter H. Deubener.
Party of the first part.

Witness: C. L. Hamd.

CITY OF INDIANAPOLIS

By OSCAR F. SMITH, President.
CHAS. L. RIDDLE.
J. W. FRIDAY.
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 City Controller:

GENERAL ORDINANCE 110, 1927

AN ORDINANCE, transferring and reappropriating the sum of Seven Hundred (\$700.00) Dollars from Municipal Garage Fund No. 12-1 to the Assessment Bureau Fund No. 12-1 in 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 2. That there is hereby transferred and reappropriated the sum of Seven Hundred (700.00) Dollars from Municipal Garage Fund No. 12-1 to the Assessment Bureau Fund No. 12-1, in the Department of Public Works.

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.

GENERAL ORDINANCE 111, 1927.

AN ORDINANCE, transferring and reappropriating the sum of

Two Thousand (\$2,000.00) Dollars from the fund known as Street and Alley Materials No. 43, Two Hundred Sixty (\$260.00) Dollars from the fund known as Rent and Tax No. 54, the sum of Two Hundred Forty (\$240.00) Dollars from the fund known as Repair Parts No. 45 in the Street Commissioners Department to General Supplies No. 38 in the Street Commissioners Department in 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 is hereby transferred and reappropriated the following named amounts:

From Street and Alley Materials No. 43	_____	\$2,000.00
From Rent and Tax, No. 54	_____	260.00
From Repair Parts, No. 45	_____	240.00
		\$2,500.00

That said amounts are hereby transferred and reappropriated to General Supplies No. 38 Street Commissioners Department in the Department of Public Works in the City of Indianapolis.

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 Finance.

GENERAL ORDINANCE 112, 1927

AN ORDINANCE, transferring and reappropriating the sum of Eight Hundred Seventy-five (\$875.00) Dollars from the fund known as Unimproved Streets No. 12-2 Light Trucks, the sum of One Hundred (\$100.00) Dollars from the fund known as Unimproved Streets No. 12-2 Helpers, the sum of Two Hundred Fifty (\$250.00) Dollars from the fund known as Heat, Light and Power No. 22, the sum of Twenty-five (\$25.00) Dollars from the fund known as Printing and Advertising No. 24, the sum of Two Hundred (200.00) Dollars from the fund known as Fuel and Ice No. 32; all under the Street Commissioners Office in the Department of Public Works to Garage

and Motor Supplies Fund No. 33, 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 is hereby transferred and reappropriated from the Street Commissioners Office in the Department of Public Works the following sums:

From Unimproved Streets No. 12-2 Light Trucks	\$ 875.00
From Unimproved Streets No. 12-2 Helpers	---- 100.00
From Heat, Light and Power No. 22	----- 250.00
From Printing and Advertising No. 24	----- 25.00
From Fuel and Ice No. 32	----- 200.00
	\$1,450.00

That said amounts are hereby transferred and reappropriated to Garage and Motor Supplies No. 33, Municipal Garage in the Department of Public Works of the City of Indianapolis.

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 Finance.

GENERAL ORDINANCE 113, 1927

AN ORDINANCE, transferring the sum of Four Thousand, Nine Hundred and Thirty-five Dollars and Sixty-five cents (\$4,935.65) from the Board of Public Works Street Repair Fund No. 12-2 and re-appropriated the same to the Board of Public Works City Civil Engineer Inspectors Fund No. 11-3.

WHEREAS, there is not now sufficient money in the office of the City Civil Engineer Inspectors Fund for the payment of Salaries to Inspectors for services already rendered, nor with which to pay them for the balance of the year 1927, an emergency therefore exists for the immediate transfer of the above mentioned fund and for fixing a time when the same shall take effect, now therefore,

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

Section 1. That the sum of Four Thousand, Nine Hundred and Thirty-five dollars and sixty-five cents (\$4,935.65) is now hereby transferred from the Board of Public Works, Street Repair Fund No. 12-2 and reappropriated to the Board of Public Works, City Civil Engineer Inspectors Fund No. 11-3.

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 Finance.

By Mr. Moore:

GENERAL ORDINANCE 115, 1927

AN ORDINANCE, regulating taxicabs, requiring owners to furnish bonds or contracts for liability insurance, providing a penalty for the violation thereof 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. Every motor vehicle and electric vehicle, operated by a person, firm or corporation, along or upon any public street or highway within the City of Indianapolis, for the purpose of transporting persons for hire, operated only upon call by a special contract of hire and operated only from a garage, railroad depot, or regular taxicab stand and stationed at all times when not in operation at a garage, railroad depot, or regular taxicab stand, is hereby declared to be a taxicab, subject, however, to the exceptions and limitations hereinafter set forth in Section 5 of this ordinance.

Section 2. It shall hereafter be unlawful for any person, firm or corporation to operate or cause to be operated upon any public street within the City of Indianapolis, Indiana, a commercial automobile for the transportation of passengers for hire, commonly known as a taxicab, unless there shall have been filed with the City Controller of said city either a personal bond with at least two sureties, approved by said City Controller, or corporate surety bond

or a liability contract or insurance in a solvent and responsible company, authorized to do business in the State, which shall provide for the indemnification of such person, firm or corporation against loss or expense from claims for damages, as well as the payment of any final judgment that may be rendered by a court of competent jurisdiction, against any said person, firm or corporation on account of bodily injury or death, accidentally suffered or alleged to have been suffered by any person or persons other than employees of said person, firm or corporation, by reason of the ownership, maintenance or use of said taxicab as a commercial vehicle for the transportation of persons for hire in said city, in a sum not exceeding Five Thousand (\$5,000.00) Dollars for injury to or death of any one person; and subject to the same limit for each additional person injured or killed, provided, however, that the total liability of said bond or contract of insurance for the loss on account of any one accident, resulting in bodily injuries or death to more than one person, shall be limited to and not exceed Fifteen Thousand (\$15,000.00) Dollars.

It shall be the duty of every person, firm or corporation to keep such bond or insurance in force during the full period of time for which he, they or it may be operating said taxicabs upon the streets of said City of Indianapolis, and in case said bond or contract of insurance is cancelled, or otherwise terminated, they shall immediately notify the City Controller of said City of Indianapolis, and if said bond or policy of insurance be cancelled, or otherwise terminated, such taxicabs shall not be operated in said city until a bond or policy of insurance meeting the requirements of this section shall have been filed with the City Controller.

Section 3. If the bond or contract of insurance complies with the provisions of Section 2 hereof, and the applicant has paid the license fees now required, or which may be hereafter required by said City of Indianapolis of owners of taxicabs, the City Controller of said City shall thereupon issue to said applicant therefor a certificate for each taxicab covered by said bond or contract of insurance, setting forth that the holder, thereof has complied with this ordinance, which certificate shall be numbered serially and shall contain the trade name of the vehicle, the motor or serial number, type of body, state license number and data of the expiration of said bond or contract of insurance. It shall be the duty of the person, firm or corporation receiving such certificate to securely fasten same to said taxicab so that it will be visible to passengers riding therein.

Section 4. It is hereby made the duty of the City Controller

to revoke, any and all licenses issued to taxicabs under the provisions of city ordinances now in force, or which may hereafter be passed, that have been issued to any person, firm or corporation, whenever he shall find that said person, firm or corporation has not complied with the provisions of this ordinance; provided, however, that before said licenses shall be revoked by the said City Controller, he shall cause to be mailed to said person, firm or corporation, ten days' written notice of his intention to revoke their license to operate taxicabs.

Section 5. None of the provisions of this Ordinance shall apply to commercial vehicles commonly known as "jitney busses," or to commercial vehicles having a seating capacity of more than seven passengers, commonly known as "busses" operated upon the streets on routes on which a regular service is maintained according to a regular time schedule, by virtue of and under the terms of ordinances or permits issued by the Public Service Commission of Indiana, or to busses or motor vehicles owned and operated by hotel companies or hotel proprietors between their hotels and railroad depots, for their exclusive use and benefit in conveying their guests to and from hotels.

Section 6. Any person, firm or corporation upon conviction for the violation of or on the failure to comply with any of the provisions of this ordinance, shall be fined in any sum not exceeding One Hundred (\$100.00) for each and every offense, and each day's operation in violation hereof shall constitute a separate offense.

Section 7. This ordinance shall be construed as being supplemental to all ordinances now in force regulating and licensing taxicabs.

Section 8. This ordinance shall be in full force and effect from and after its passage and legal publication according to law.

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

By Building Department:

GENERAL ORDINANCE, 116, 1927

AN ORDINANCE, amending sections C-216, C-303 and by adding the following sections: C-711, C-712, C-713, C-714, C-715,

C-716, C-717, C-718, C-719, C-720, C-721, C-722, C-723, C-724, C-725, C-726, C-727, C-728, C-729, C-730, C-731, C-732, C-733, C-734, C-735, C-736, of General Ordinance No. 46, 1925, otherwise known as the Building Code of the City of Indianapolis, Marion County, Indiana, by changing the above entitled sections by amendment, changing of the title and by adding C-711 to C-736 both inclusive.

WHEREAS, the recent Graystone Hotel fire has brought to the attention of the Building Commissioner and Fire Chief of the City of Indianapolis, the inadequate provisions relative to elevators, elevator shafts, locking devices, fire doors etc., in the present building code and,

WHEREAS, the present code does not provide sufficient safety devices in the construction of buildings relative to elevators and elevator shafts, to prevent loss of life and destruction of property, and that an emergency now exists for the amendment of the present building code, providing a penalty 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. That Section C-216 HOISTWAY DOOR INTERLOCK. (a) The functioning of a hoistway-door interlock, to prevent the movement of the car shall not be dependent on the action of a spring or springs in tension, nor upon the closing of an electric circuit. (b) Any force used to perform any interlock functions shall be so arranged that their failure to cause the interlocking action will prevent the movement of the elevator car. (c) A hoistway-door or gate shall be considered closed and locked when within four (4) inches of full closure, if at this position and any other, up to full closure, the door or gate cannot be opened from the landing side more than four (4) inches. (d) Interlocks may permit the starting of the elevator when the door is within four (4) inches or less of full closure provided that the door can again be opened up to four (4) inches from full closure from any position within this range except that of full closure. Exception: The interlock shall not prevent the movement of the car when the emergency is in temporary use, or when the car is being moved by a car-leveling device; shall be changed and amended to read:

Section C-216, Passenger Elevator Landing Door Interlocks. (a) Shaftway landing door interlocks shall be provided on every passenger elevator hereinafter installed. (b) Interlocks may be

either electrical or mechanical and the interlocks must so function that all doors in the shaftway must be closed and locked before the elevator can be moved. (c) If electrical contacts are used in connection with door closures as interlocks, each door must be equipped with a rack and pawl that will not permit the opening of any door until after it has been fully closed. Doors with this device will be considered interlocked when within four (4) inches of the fully closed position. (d) No shaftway landing door interlock shall be constructed or installed so that its functioning is dependent upon the action of a spring (or springs) in tension, or upon the closure for an electric current. (e) Exception to interlock ruling: The interlock shall not prevent the movement of the car within the leveling zone when the car is being moved by a car leveling device. (f) Each elevator with electrical interlock shall be equipped with an emergency release switch, that will permit operation of the elevator with doors open, to be used only in case of emergency. This switch shall be placed in a position plainly visible to the occupants of the car and reasonably, but not easily, accessible to the operator. Connection and wiring used in the operation of the emergency release shall be enclosed to prevent being tampered with readily.

Section 2. That Section C-303, Car Enclosures (b) the car enclosure shall be solid from the car platform up to at least six (6) feet in height, the remainder either "openwork" or solid, may be of metal or wood. If of "openwork" it shall reject a ball two (2) inches in diameter. If the openings are larger than one-half inch square mesh and of wire not smaller than No. 20 steel wire gauge (0.0348 in diam.) to a height of at least six (6) feet from the car floor.

Shall be and the same is now hereby changed and amended to read as follows: C-303. (b) Every freight elevator car shall be solidly enclosed on all sides, except the entrance side. The height of every such enclosure must be at least six (6) feet no (0) inches and the enclosure must be of steel not less than fourteen (14) gauge.

Section 3. Section C-711 shall read as follows: Section C-711, LIGHT AND ELEVATORS AND PENTHOUSE. (a) Elevators shall be adequately lighted when in use. The intensity of the illumination shall not be less than 0.75 candle at the edge of the car platform. (b) Every penthouse shall be provided with suitable artificial light. Every elevator machine room and area about a ceiling type machine, including overhead sheave rooms and lofts shall be well lighted. Control of such light shall be in the approach to the penthouse or overhead equipment.

Section 4. Section C-712 shall read as follows: Section C-712 CAR DEVICES. (a) A cut-out switch that will open the motor and great control circuits shall be provided in connection with every car safety device on every electric elevator hereafter installed. (b) Every speed governor hereafter installed shall be of a type which will securely grip the cable and thereby actuate the car safety device, and shall be located where it can not be struck by the car or counterweights in cases of over travel. (c) Every type of car safety device shall be subjected to an actual drop test made at the risk and expense of the elevator manufacturer and under the direction of the City elevator inspector. The test load shall be equal to two-thirds of the capacity. The car safety device shall stop and hold the elevator car within a drop of ten (10) feet. No car safety device shall be used which has not been so tested and approved.

Section 5. Section C-713 shall read as follows: Section C-713, GUIDE RAILS. (a) Car and counterweight guide rails for both freight and passenger elevators shall be of steel.

Exceptions: Where the use of steel rails presents an accident hazard as in chemical or explosive factories, good guide rails may be used. Guides, particularly where in contact with the guide shoes when the car is at the landing, shall be securely fastened with iron and steel brackets of such strength, design and spacing that the guiderails and their fastenings shall not deflect more than one-quarter inch under normal operations. The guide surfaces of the guide rails shall be finished smooth and the joints shall be tongued and grooved or doweled. (c) cast iron shall not be used for guide rails. (d) when the capacity of the elevator does not exceed over fifteen hundred (1500) pounds the minimum weight of each lineal foot of guide rail used shall be seven and one-half ($7\frac{1}{2}$) pounds. Where the capacity exceeds fifteen hundred (1500) pounds but is not greater than eight thousand (8000) pounds the minimum of each car guide rail per lineal foot shall be fourteen (14) pounds. For each counterweight guide rail seven and one-half ($7\frac{1}{2}$) pounds. If safeties are used on the counterweights, a minimum rail weight of fourteen (14) pounds shall be used on the counterweights. For car loads exceeding eight thousand (8000) pounds the minimum weight of each car guide rail shall be thirty (30) pounds. Each counterweight guide rail thirty (30) pounds if safeties are used; seven and one-half ($7\frac{1}{2}$) pounds if no safeties are used.

Section 6. Section C-714 shall hereafter read as follows: Section C-714 SCREEN UNDER DEFLECTING SHEAVES. To pre-

vent broken parts or material from falling into the shaftway a suitable guard shall be provided underneath every overhead deflecting sheave, except in existing installations where there is not sufficient clearance for such guards.

Section 7. Section C-715 shall hereafter read as follows: Section C-715 GUARDS FOR COUNTERWEIGHT RUNWAYS. (a) Where a counterweight runway is located in the elevator shaft the outside (the side away from the elevator) if exposed to contact shall be protected the full height with a solid guard and if there are no other means provided for inspection of the counterweight stack a removable panel at least twelve (12) inches longer than the counterweight stack shall be provided at the bottom. (b) the inside of every counterweight runway shall be entirely enclosed with a solid guard from the point not more than eighteen (18) inches above the bottom of the pit to a height ninety (90) inches. Exception: Hand power elevators, existing power elevators where there is not room for such guards. Elevators whose counterweights are equipped with compensating devices connected to the bottom of the counterweight.

Section 8. Section C-716 shall hereafter read as follows: Section C-716, POWER ATTACHMENTS TO HAND POWER ELEVATORS. No power attachments such as worm reduction units, rope clutches or rope grip devices, bolts to improvised rope wheels, or any similar device shall be installed on any hand power elevator.

Section 9. Section C-717 shall hereafter read as follows: Section C-717 MAINTENANCE ON NEW AND EXISTING INSTALLATIONS. (a) Elevators, dumbwaiter and escalator equipment shall be kept in safe operating condition, properly lubricated and cleaned. (b) Material which is not a permanent part of the elevator equipment shall not be permitted on the top or cover of an elevator car, in the pit, nor in the elevator machine room.

Section 10. Section C-718 shall hereafter read as follows: Section C-718, ELECTRICAL PROTECTION. (a) Every elevator hereinafter installed and driven by a poly phase alternating current motor shall be protected against damage due to phase reversal by either; 1. limit switches arranged to cut all wires, or all except one which shall be the ground conductor on grounded systems and so connected that after the power over travels it cannot be moved until the phase reversal is corrected, or, 2, a reverse phase relay or other protective device which will prevent starting the motor by the phase

rotation is in the wrong direction. (b) Every electrical driven elevator hereafter installed which is controlled by a hand rope, lever, or wheel, shall be equipped with a positive no voltage release device requiring the center of the hand rope before the circuit can be re-closed. This may be accomplished by the addition of a relay inter-locked with the control apparatus.

Section 11. Section C-719 shall hereafter read as follows: PROHIBITED INSTALLATIONS. (a) No belt driven elevator shall hereafter be installed for either freight or passenger service. (b) All electric elevators hereafter installed must be direct connected type. All parts of the engine mounted on a single reinforced cast iron bedplate. Mechanical brakes will not be allowed. (c) No passenger elevator excepting hydraulic may be operated by the use of a hand rope, wheel device, or lever. (d) Hand rope, wheel device or lever can not be used on a freight elevator with a speed exceeding fifty (50) F. P. M. hydraulic elevator excepted.

Section 12. Section C-720 shall hereafter read as follows: Section C-720, GOVERNOR CABLE. (a) A wire governor cable shall be used on every new elevator installation where a governor is required, except that in new installations where the governor cable is exposed to excessive moisture or other corrosion elements hemp rope with wire center shall be allowed. (b) In every installation where a wire governor rope or cable is used the governor sheave shall be not less than twelve (12) inches in diameter.

Section 13. Section V-721 shall hereafter read as follows: Section C-721 TURNS REQUIRED ON DRUMS. (a) In every new installation of a drum type elevator the hoisting and counterweight cables shall have at least one and one-half turns on the drums when the car is at either the bottom or top landing. This requirement shall also apply, where possible, in the recabbling of existing installations. The winding drum end of every car or counterweight cable shall be secured on the inside of the drum. (b) All hoist ropes on drum elevators to be resocketed at least once a year.

Section 14. C-722 shall hereafter read as follows: C-722, CABLE DATA NEW INSTALLATIONS. (a) For permanent record there shall be posted in a conspicuous place on the car beam of every elevator hereafter installed a metal sign bearing the following original data:

CABLE SPECIFICATIONS

Kind of Cable Number of Cables Dia. in Inches, Rated Ultimate Strength. Date of Installation. Hoisting. Car Counterweight. Machine Counterweight.

(b) Wire steel cables are required, or needed, this fact shall be indicated on the metal sign.

(c) On new installations and whenever cables are renewed there shall be attached to the cable fastening or far beam another metal tag bearing the following data. Dia. of Cables———; Material of Cables ———; Rated Ultimate Strength ———; Date Installed ———.

Section 15. C-723 shall hereinafter read as follows: C-723, RENEWING OF CABLES —NEW AND EXISTING INSTALLATIONS, Cables are considered unsafe and shall be renewed when through broken wires, wear, rust, undue strain, or other deterioration, the strength has decreased 25 per cent. When for any reason it becomes necessary to renew one or more cables of a group supporting a common load, all cables in that group shall be renewed.

Section 16. C-724 shall hereinafter read as follows: C-724, CERTIFICATE FRAMES. A certificate frame not less than 8 inches by 5 inches shall be installed in the cab or on the enclosure of every passenger and freight elevator. This frame is to be used by the City Elevator Inspector for the certificate which will be issued at a time of elevator inspection.

Section 17. C-725 shall hereinafter read as follows: C-725, USED ELEVATORS. No used elevator can be re-installed without the approval of the City elevator inspector and the installation must comply with all requirements covering new installations.

Section 18. C-726 shall hereinafter read as follows: C-726, CENTERING ROPES NEW AND EXISTING INSTALLATIONS. Every hand rope controlled elevator, except hydraulic elevators, shall be equipped with a properly adjusted centering rope so arranged that it can be easily and safely used at any point in the car travel.

Section 19. C-727 shall hereinafter read as follows: C-727, CABLE FASTENINGS AT TERMINALS. (a) On every elevator hereafter installed the ends or terminal of each hoisting and each

counterweight cable shall be independently fastened to the cross-head of the car frame and counterweight frame, respectively. (b) Where an adjustable draw bar or equalizer is used, the details of construction of such draw bar or equalizer for each condition of installation and type of apparatus shall be submitted to the Industrial Commission for approval and only approved construction shall be used. (c) On no elevator hereafter installed shall more than one cable be fastened into the same clevis or socket except on car counterweights. (d) Where a cable is fastened in a socket and strands of the cable shall be separated and turned inward toward the center. The length of the turned portion of a cable shall be not less than $4\frac{1}{2}$ times the diameter of the cable. The knot thus formed shall be drawn tightly into the socket which shall be filled with zinc or babbit. Cast iron socket thimbles shall not be used. The socket shall be dropforged steel, steel casting, or formed in a substantial block of malleable cast iron or better, such as semi-steel. (e) The cable fastening shall be capable of sustaining a load of not less than 80 per cent of the ultimate strength of the undistributed portion of the cable. Note: In heat treating the materials while making a cable fastening careful workmanship is needed to avoid harmful change in the socket metal.

Section 20. C-728 shall hereinafter read as follows: C-728, FASTENING OF GUIDE RAILS, (a) Guide rails installed on brick or concrete shaftway walls shall be fastened at points not more than 8 feet apart. Where anchorage is to substantial floor beam construction, anchorage points may be 12 feet apart; if the anchorage points are necessarily farther apart than 12 feet the guide rails shall be portionately stiffened. (b) Connections to steel guide rails shall be by means of clips, or by through bolts of not less than the following sizes: For $6\frac{1}{2}$ to $7\frac{1}{2}$ pound rails, $\frac{1}{2}$ inch bolts; for 14 pound rails, $\frac{5}{8}$ inch bolts; for 30 pound rails, $\frac{3}{4}$ inch bolts. (c) Fastenings to brick walls shall be made with through bolts. Wood plugs inserted in a wall for guide rails anchorage are not permitted. In solid concrete walls where through bolts cannot be used fastenings may be secured by lead, sulphur, efficient toggle bolts, expansion bolts, or inserts. Fastenings to hollow tile walls, plaster partitions and similar construction are not permitted. (d) Material used for aligning steel rails shall be metal so secured as not to drop from its position if the fastening becomes loose. (e) Steel car guide rails shall be fitted with substantial foundation plates to withstand the impact of the loaded car when suddenly clamped to the rails by the car safety device.

Section 21. C-729 shall hereinafter read as follows: C-729,

MINIMUM SIZES OF DRUMS AND SHEAVES, NEW INSTALLATIONS. The diameter of drums and sheaves on every power elevator hereafter installed, except sidewalk type elevators, shall be not less than the following:

Diameter in inches of cable. Diameter in inches of drums & Sheaves.

3-8 -----	20
7-16 -----	20
1-2 -----	20
9-18 -----	22
5-8 -----	24
3-4 -----	30
7-8 -----	36
1 -----	40

Note: A larger diameter than the required minimum is recommended.

Section 22. C-730 shall hereinafter read as follows: C-730, RE-NEWING OF ELEVATORS, DUMBWAITERS AND ESCALATORS. Any elevator, dumbwaiter or escalator which may hereafter be damaged or deteriorated by fire or other causes, including ordinary wear, so that its condition per cent is less than 50 per cent of its original condition shall not be repaired or rebuilt except in conformity with the requirements for new installations.

Section 23. C-731 shall hereinafter read as follows: C-731, LOCATION OF ELEVATOR ENGINE. The engine of all freight and passenger elevators hereafter installed must be located directly over the hatchway or on the floor adjacent to the hatchway. Owing to the difficulty found in keeping ceiling machines in alignment and in adjustment this type of elevators is prohibited.

Section 24. C-732 shall hereinafter read as follows: C-832, REPEALED. Any ordinances or parts of ordinances in conflict with any of the above entitled new sections or sections as amended are now hereby repealed.

Section 25. C-733 shall hereinafter read as follows: C-733, THIS ORDINANCE. This ordinance shall be known as part of the Building Code of the City of Indianapolis, Indiana, and shall be known as an amendment thereto.

Section 26. C-734 shall hereinafter read as follows: C-734,

PENALTY ACTIONS. None of the provisions of the ordinance shall effect any pending cause of action or rights of action either civil or penal.

Section 27. C-735 shall hereinafter read as follows: C-735, IN EFFECT. This ordinance shall be in full force and effect ninety (90) days from and after its passage and due publication as required by law.

Section 28. C-736 shall hereinafter read as follows: C-736. PENALTY. Any person or persons, firm or corporation found guilty of violating any of the above entitled sections of this ordinance upon conviction shall be deemed guilty of misdemeanor and shall be fined in the sum of Five (\$5.00) Dollars for each offense to which may be added imprisonment in the Marion County Jail not to exceed ten (ten) days. Each day any violation shall continue, shall be a separate offense.

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

ORDINANCES ON SECOND READING

Mr. Albertson called for General Ordinance 57, 1927, for second reading. It was read a second time.

Mr. Raub made a motion that General Ordinance 57, 1927, be stricken from the files. The motion was seconded by Mr. Albertson and passed by the following roll call vote:

Ayes, 8, viz: Mr. Albertson, Mr. Bartholomew, Mr. Ferguson, Mr. Moore, Mr. Raub, Mr. Springsteen, Dr. Todd, President Negley.

Noes, 1, viz: Mr. Dorsett.

Mr. Albertson called for General Ordinance 60, 1927, for second reading. It was read a second time.

On motion of Mr. Albertson, seconded by Mr. Raub, General Ordinance 60, 1927, was ordered engrossed, read a third time, and placed upon its passage.

General Ordinance 60, 1927, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 6, viz: Mr. Albertson, Mr. Bartholomew, Mr. Ferguson, Mr. Moore, Mr. Raub, Mr. Springsteen.

Noes, 3, viz: Mr. Dorsett, Dr. Todd, President Negley. Mr. Albertson called for General Ordinance 61, 1927, for second reading. It was read a second time.

Mr. Raub made a motion to strike General Ordinance 61, 1927, from the files. The motion was seconded by Mr. Albertson, passed by the following roll-call vote:

Ayes, 8, viz: Mr. Albertson, Mr. Bartholomew, Mr. Ferguson, Mr. Moore, Mr. Raub, Mr. Springsteen, Dr. Todd, President Negley.

Noes, 1, viz: Mr. Dorsett.

Mr. Albertson called for General Ordinance 62, 1927, for second reading. It was read a second time.

On motion of Mr. Albertson, seconded by Dr. Todd, General Ordinance 62, 1927, was ordered engrossed, read a third time, and placed upon its passage.

General Ordinance 62, 1927, was read a third time by the Clerk, and passed by the following roll call vote:

Ayes, 9, viz: Mr. Albertson, Mr. Bartholomew, Mr. Dorsett, Mr. Ferguson, Mr. Moore, Mr. Raub, Mr. Springsteen, Dr. Todd, President Negley.

Dr. Todd called for General Ordinance 64, 1927, for second reading. It was read a second time.

Mr. Raub made a motion to strike General Ordinance 64, 1927, from the files. The motion was seconded by Dr. Todd, and passed by the following roll call vote:

Ayes, 8, viz: Mr. Albertson, Mr. Bartholomew, Mr.

Ferguson, Mr. Moore, Mr. Raub, Mr. Springsteen, Dr. Todd, President Negley.

Noes, 1, viz; Mr. Dorsett.

Mr. Albertson called for General Ordinance 66, 1927, for second reading. It was read a second time.

On motion of Mr. Albertson, seconded by Dr. Todd, General Ordinance 66, 1927, was ordered engrossed, read a third time, and placed upon its passage.

General Ordinance 66, 1927, was read a third time by the Clerk, and passed by the following roll call vote:

Ayes, 8, viz; Mr. Albertson, Mr. Bartholomew, Mr. Ferguson, Mr. Moore, Mr. Raub, Mr. Springsteen, Dr. Todd, President Negley.

Noes, 1, viz; Mr. Dorsett.

Mr. Albertson called for General Ordinance 67, 1927, for second reading. It was read a second time.

On motion of Dr. Todd; seconded by Mr. Bartholomew, General Ordinance 67, 1927, was ordered engrossed, read a third time, and placed upon its passage.

General Ordinance 67, 1927, was read a third time by the Clerk, and passed by the following roll call vote:

Ayes, 8, viz: Mr. Albertson, Mr. Bartholomew, Mr. Ferguson, Mr. Moore, Mr. Raub, Mr. Springsteen, Dr. Todd, President Negley.

Noes, 1, viz: Mr. Dorsett.

Mr. Raub called for General Ordinance 104, 1927, for second reading. It was read a second time.

Mr. Albertson made a motion, seconded by Mr. Dor-

sett, to defer action on General Ordinance 104, 1927. The motion was passed unanimously.

Mr. Moore called for Special Ordinance 12, 1927, for second reading. It was read a second time.

On motion of Mr. Moore, seconded by Dr. Todd, Special Ordinance 12, 1927, was ordered engrossed, read a third time, and placed upon its passage.

Special Ordinance 12, 1927, was read a third time by the clerk, and passed by the following roll call vote:

Ayes, 6, viz: Mr. Bartholomew, Mr. Ferguson, Mr. Moore, Mr. Springsteen, Dr. Todd, President Negley.

Noes, 3, viz: Mr. Dorsett, Mr. Albertson, Mr. Raub.

Mr. Bartholomew called for General Ordinance 109, 1927, for second reading. It was read a second time.

Mr. Book, of the Chamber of Commerce and Messrs. Smith, Riddle and Friday, of the Board of Works, were questioned in regard to General Ordinance 109, 1927.

Mr. Springsteen made a motion to suspend the rules for the consideration of General Ordinance 109, 1927. The motion was seconded by Mr. Raub, and passed by the following roll call vote:

Ayes, 9, viz: Mr. Albertson, Mr. Bartholomew, Mr. Dorsett, Mr. Ferguson, Mr. Moore, Mr. Raub, Mr. Springsteen, President Negley.

On motion of Mr. Bartholomew, seconded by Dr. Todd, General Ordinance 109, 1927, was ordered engrossed, read a third time, and placed upon its passage.

General Ordinance 109, 1927, was read a third time by the clerk, and passed by the following roll call vote:

Ayes, 9, viz: Mr. Albertson, Mr. Bartholomew, Mr.

Dorsett, Mr. Ferguson, Mr. Moore, Mr. Raub, Mr. Springsteen, Dr. Todd, President Negley.

Mr. Bartholomew made a motion to reconsider General Ordinance 104, 1927. The motion was seconded by Dr. Todd, and passed by the following vote:

Ayes, 8, viz: Mr. Bartholomew, Mr. Dorsett, Mr. Dorsett, Mr. Ferguson, Mr. Moore, Mr. Raub, Mr. Springsteen, Dr. Todd, President Negley.

Noes, 1, viz; Mr. Albertson.

Mr. Bartholomew called for General Ordinance 104, 1927, for second reading. It was read a second time.

On motion of Dr. Todd, seconded by Mr. Moore, General Ordinance 104, 1927, was ordered engrossed, read a third time, and placed upon its passage.

General Ordinance 104, 1927, was read a third time by the clerk, and passed by the following roll call vote:

Ayes, 8, viz: Mr. Albertson, Mr. Bartholomew, Mr. Ferguson, Mr. Moore, Mr. Raub, Mr. Springsteen, Dr. Todd, President Negley.

Noes, 1, viz: Mr. Rorsett.

On motion of Mr. Raub, seconded by Dr. Todd, the Common Council of the City of Indianapolis adjourned at 9:43 p. m.

We hereby certify that the above and foregoing is a full, true and complete record of the proceedings of the Common Council of the City of Indianapolis held on the 21st day of November, 1927.

In witness whereof, we have hereunto subscribed our signatures and caused the seal of the City of Indianapolis to be affixed.

Claude E. Negley

Attest:

President

William A. Boyce

City Clerk

(SEAL)