

REGULAR MEETING

Monday, February 5, 1962

The Common Council of the City of Indianapolis met in the Council Chamber in the City Hall, Monday, February 5, 1962 at 7:30 P.M. in regular session.

President Wallace in the Chair.

The Clerk called the Roll:

Present: Mr. Ambuhl, Mr. Deluse, Mr. Hasbrook, Mr. Huber, Mr. McKinney, Mr. Moriarty, Mr. White, Mr. Williamson, President Wallace.

The reading of the Journal for the previous meeting was dispensed with on motion of Mr. Huber, seconded by Mr. Deluse.

COMMUNICATIONS FROM THE MAYOR

January 16, 1962

TO THE HONORABLE PRESIDENT AND MEMBERS OF THE
COMMON COUNCIL OF THE CITY OF INDIANAPOLIS:

Gentlemen:

I have this day approved with my signature and delivered to the City Clerk, Mrs. Teresa Laffey, the following City Ordinances:

GENERAL ORDINANCE NO. 2, 1962

An ordinance amending Sub-Sections 21 to 26 inclusive of

General Ordinance No. 106, 1961, as amended, Section 4-708.1, of the Municipal Code of Indianapolis.

GENERAL ORDINANCE NO. 3, 1962

An ordinance to amend the Municipal Code of Indianapolis, General Ordinance No. 140, 1951, as amended, and more particularly Title 4, Chapter 9 thereof, by the addition of certain subsections to Section 4-902, creating and establishing two-hour parking spaces or zones in and along certain streets, providing a penalty for the violation of same and fixing a time when said amendment shall take effect.

GENERAL ORDINANCE NO. 4, 1962

An ordinance to amend the Municipal Code of Indianapolis, 1951, General Ordinance No. 140, 1951, as amended, and more particularly Title 4, Chapter 8 thereof, by the addition of a subsection to Section 4-812, prohibiting parking at any time on certain streets, providing a penalty for the violation of same and fixing a time when said amendment shall take effect.

GENERAL ORDINANCE NO. 5, 1962

An ordinance establishing a certain passenger and/or loading zone in the City of Indianapolis, pursuant to the provisions of the Municipal Code of Indianapolis, 1951, General Ordinance No. 140, 1951, as amended, and fixing a time when the same shall take effect.

Respectfully submitted,

CHARLES H. BOSWELL,
Mayor

COMMUNICATIONS FROM CITY OFFICIALS

February 5, 1962

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

Gentlemen:

Pursuant to the laws of the State of Indiana, I caused to be published in the Indianapolis Star and the Indianapolis Commercial, on Thursday, January 18th and Thursday, January 25th, 1962, General Ordinances Nos. 2, 3, and 4, 1962.

The above named ordinances will be in full force and effect eight days after last publication and compliance with all laws pertaining thereto.

Respectfully,

TERESA F. LAFFEY
City Clerk

Indianapolis, Ind., February 5, 1962

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

Gentlemen:

Transmitted herewith are twenty-eight copies of General Ordinance No. 10, 1962, to require the Cleveland, Cincinnati, Chicago and St. Louis Railway Company—Cincinnati Division (operated by the New York Central Railroad Company) to convert manually operated safety gates to automatic flasher signals and half-roadway (short arm) gates at the Shelby Street crossing of the tracks of said company in the City of Indianapolis, Indiana, repealing all ordinances or parts of ordinances in conflict therewith, providing penalties for the violation thereof and fixing a time when the same shall take effect.

Respectfully submitted,

DANIEL P. MORIARTY
Councilman

Indianapolis, Ind., February 5, 1962

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

Gentlemen:

Transmitted herewith are twenty-eight copies of General Ordinance No. 11, 1962, to require the Cleveland, Cincinnati, Chicago and St. Louis Railway Company—Springfield Division (operated by the New York Central Railroad Company) to establish, maintain and operate automatic devices at the Sherman Drive crossing of the tracks of said company immediately north of Twenty-first Street in the City of Indianapolis, Indiana, repealing all ordinances in conflict herewith, providing penalties for the violation thereof, and fixing a time when the same shall take effect.

Respectfully submitted,

DANIEL P. MORIARTY
Councilman

Indianapolis, Ind., February 5, 1962

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

Gentlemen:

Transmitted herewith are twenty-eight copies of General Ordinance No. 12, 1962, authorizing the Board of Public Safety of the City of Indianapolis, to purchase through its duly authorized Purchasing Agent, certain equipment to be paid for out of funds heretofore appropriated or available, and fixing a time when the same shall take effect. (This authorization is covered by Requisitions Nos. 6976, 8563, and 8564.)

Respectfully submitted,

AUGUST C. HUBER
Councilman

Indianapolis, Ind., February 5, 1962

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

Gentlemen:

Transmitted herewith are twenty-eight copies of General Ordinance No. 13, 1962, to amend the Municipal Code of Indianapolis, 1951, General Ordinance No. 140, 1951, as amended, and more particularly Title 4, Chapter 13 thereof, by the addition of a subsection to Section 4-1303 (2) prohibiting vehicles or trucks in excess of 10,000 pounds from certain streets, providing a penalty for the violation of same and fixing a time when said amendment shall take effect.

Respectfully submitted,

WILLIAM H. WILLIAMSON
Councilman

Indianapolis, Ind., February 5, 1962

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

Gentlemen:

Transmitted herewith are twenty-eight copies of General Ordinance No. 14, 1962, authorizing the Board of Public Works of the City of Indianapolis, to purchase through its duly authorized Purchasing Agent, certain items to be paid for out of funds heretofore appropriated or available, and fixing a time when the same shall take effect. (This authorization is covered by Reqs. Nos. 6985, 10,301, 10,302, 10,304, 10,305, 10,306, 10,307, 10,345, 10,346 and 10,350.)

Respectfully submitted,

AUGUST C. HUBER
Councilman

Indianapolis, Ind., February 5, 1962

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

Gentlemen:

Transmitted herewith are twenty-eight copies of General Ordinance No. 15, 1962, redefining the boundaries of certain voting wards in the City of Indianapolis, creating a new 32d Ward and assigning it to the Sixth Councilmanic District.

Respectfully submitted,

WILLIAM H. WILLIAMSON
Councilman

Mr. Huber asked for recess. The motion was seconded by Mr. Deluse and the Council recessed at 7:40 P.M.

At this time those present were given an opportunity to be heard on Resolution No. 1, 1962, General Ordinances Nos. 6, 7 and 9, 1962, and Special Ordinance No. 1, 1962.

The Council reconvened at 8:05 P.M. with the same members present as before.

COMMITTEE REPORTS

Indianapolis, Ind., February 5, 1962

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. 6, 1962, entitled

AN ORDINANCE prohibiting parking at any time on the south side of Georgia Street from Delaware Street to Pennsylvania Street,

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

AUGUST C. HUBER, Chairman
WM. H. WILLIAMSON
DANIEL P. MORIARTY
JOHN E. AMBUHL
DAN V. WHITE

Indianapolis, Ind., February 5, 1962

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. 9, 1962, entitled

AN ORDINANCE authorizing the Board of Public Works Administration to purchase microfilm equipment in the amount of Fifteen Thousand Eight Hundred and Fifteen Dollars (\$15,815.00) Gasoline for the Municipal Garage in the amount of Eighty-four Thousand Dollars (\$84,000.00) and Gasoline for the Street Commissioner in the amount of Thirty-three Thousand Eight Hundred and Sixty Dollars (\$33,860.00),

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

AUGUST C. HUBER, Chairman
WM. H. WILLIAMSON
DANIEL P. MORIARTY
JOHN E. AMBUHL
DAN V. WHITE

Indianapolis, Ind., February 5, 1962

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

Gentlemen:

We, your Committee on Public Safety to whom was referred General Ordinance No. 7, 1962, entitled

AN ORDINANCE authorizing the Police Department to purchase material in the amount of Two Thousand One Hundred Eighty-eight Dollars and Sixty-four Cents (\$2,188.64) and the Traffic Engineer Department to purchase material in the amount of Six Thousand Five Hundred Forty-five Dollars (\$6,545.00),

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

R. A. McKINNEY, Chairman
ALBERT O. DELUSE
WILLIAM H. WILLIAMSON
JOHN E. AMBUHL
DAN V. WHITE

Indianapolis, Ind., February 5, 1962

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. 1, 1962, entitled

AN ORDINANCE authorizing the Board of Park Commissioners to sell certain tracts of real estate belonging to the Department of Public Parks of the City of Indianapolis,

beg leave to report that we have had said ordinance under considera-

tion, and recommend that the same be passed, as amended.

DANIEL P. MORIARTY, Chairman
 R. A. McKINNEY
 AUGUST C. HUBER
 THOMAS C. HASBROOK
 JOHN E. AMBUHL

INTRODUCTION OF GENERAL ORDINANCES

By Councilman Moriarty:

GENERAL ORDINANCE NO. 10, 1962

AN ORDINANCE to require The Cleveland, Cincinnati, Chicago and St. Louis Railway Company—Cincinnati Division (operated by The New York Central Railroad Company) to convert manually operated safety gates to automatic flasher signals and half-roadway (short arm) gates at the Shelby Street crossing of the tracks of said company in the City of Indianapolis, Indiana, repealing all ordinances or parts of ordinances in conflict therewith, providing penalties 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. That The Cleveland, Cincinnati, Chicago and St. Louis Railway Company—Cincinnati Division (operated by The New York Central Railroad Company) shall convert the present manually operated safety gates to fully automatic flasher signals and half-roadway (short arm) gates and thereafter maintain and operate for twenty-four (24) hours each day the following described automatic devices of standard type at the following described street crossing of the tracks of such company in the City of Indianapolis, Indiana:

| Place | Type of Signal |
|---------------|--|
| Shelby Street | Automatic flashing warning light signals with half-roadway (short arm) gates |

Section 2. The automatic devices above required in Section 1 hereof shall be installed within ninety (90) days from the date this ordinance becomes effective; Provided, however that said installation date may be extended from time to time for good cause at the request of said company by order of the Board of Safety for such period or periods as said Board may authorize.

Section 3. All ordinances and parts of ordinances in conflict herewith are hereby repealed.

Section 4. Any person or corporation failing to comply with this ordinance or any other provision thereof, shall upon conviction thereof, be fined in any sum not exceeding One Hundred (\$100.00) Dollars, and each day's violation shall constitute a separate offense.

Section 5. This ordinance shall be in full force and effect from and after its passage, approval by the Mayor, and compliance with all laws pertaining thereto.

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

By Councilman Moriarty:

GENERAL ORDINANCE NO. 11, 1962

AN ORDINANCE to require the Cleveland, Cincinnati, Chicago and St. Louis Railway Company—Springfield Division (operated by The New York Central Railroad Company) to establish, maintain and operate automatic devices at the Sherman Drive crossing of the tracks of said company immediately north of Twenty-first Street in the City of Indianapolis, Indiana, repealing all ordinances in conflict herewith, providing penalties 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. That The Cleveland, Cincinnati, Chicago and St. Louis Railway Company—Springfield Division (operated by the New York

Central Railroad Company) shall establish and thereafter maintain and operate for twenty-four (24) hours each day the following described automatic devices of standard type at the following described street crossing of the tracks of such company in the City of Indianapolis, Indiana:

| Place | Type of Signal |
|---|---|
| Sherman Drive North of Twenty-first Street | Automatic flashing warning light signals |

Section 2. The automatic devices above required in Section 1 hereof shall be installed within ninety (90) days from the date this ordinance becomes effective; Provided, however, that said installation date may be extended from time to time, at the request of said company, by order of the Board of Safety, for such time or times as such Board may authorize and order, upon a proper showing by said company that flagman are stationed at such crossing described in Section 1 hereof during all train movements thereover.

Section 3. All ordinances and parts of ordinances in conflict herewith are hereby repealed.

Section 4. Any person or corporation failing to comply with this ordinance or any other provision thereof, shall upon conviction thereof, be fined in any sum not exceeding One Hundred (\$100.00) Dollars, and each day's violation shall constitute a separate offense.

Section 5. This ordinance shall be in full force and effect from and after its passage, approval by the Mayor, and compliance with all laws pertaining thereto.

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

By Councilman Huber:

GENERAL ORDINANCE NO. 12, 1962

AN ORDINANCE authorizing the Board of Public Safety of the City of Indianapolis, to purchase through its duly authorized Pur-

chasing Agent, certain equipment to be paid for out of funds heretofore appropriated or available, 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 the Board of Public Safety of the City of Indianapolis be and the same is hereby authorized and empowered to purchase, through its duly authorized Purchasing Agent, the hereinafter designated equipment to be used by the department as indicated. The said equipment is to be purchased from the lowest and best bidder, or bidders, whose bids have been received and opened in public by said Board after advertisement therefor, as provided by law, and the total cost of said equipment shall not exceed the sum of money heretofore appropriated or available for the use of said Board.

BOARD OF PUBLIC SAFETY

| | | |
|-------------------|---------------------------|------------------|
| Reqn. No. 6976—1 | Automobile for Fire Dept. | -----\$ 2,022.71 |
| Reqn. No. 8563—12 | Motorcycles (Solo) | |
| | for Police Department | -----\$15,088.20 |
| Reqn. No. 8564—5 | Servi Cars | |
| | for Police Department | -----\$ 7,141.75 |

Section 2. This Ordinance shall be in full force and effect from and after its passage, approval by the Mayor and publication as required by law.

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

By Councilman Williamson:

GENERAL ORDINANCE NO. 13, 1962

AN ORDINANCE to amend the Municipal Code of Indianapolis, 1951, General Ordinance No. 140, 1951, as amended, and more

particularly Title 4, Chapter 13 thereof, by the addition of a subsection to Section 4-1303(2) prohibiting vehicles or trucks in excess of 10,000 pounds from certain streets, providing a penalty for the violation of same and fixing a time when said amendment shall take effect.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. That Title 4, Chapter 13, Section 4-1303(2) of the Municipal Code of Indianapolis, 1951, General Ordinance No. 140, 1951, as amended, be amended by the addition thereto of the following subsection as follows:

| | Street | From | To |
|----|----------------|----------------|-----------------|
| vv | Lambert Street | Belmont Street | Pershing Avenue |

Section 2. This amendment shall be subject to the penalties as provided in Title 4, Chapter 13, Section 4-1303(2) of the Municipal Code of Indianapolis, Indiana, 1951, as amended.

Section 3. This Ordinance shall be in full force and effect from and after its passage, approval by the Mayor, compliance with all laws pertaining thereto and publication as required by law.

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

By Councilman Huber:

GENERAL ORDINANCE NO. 14, 1962

AN ORDINANCE authorizing the Board of Public Works of the City of Indianapolis, to purchase through its duly authorized Purchasing Agent, certain items to be paid for out of funds heretofore appropriated or available, 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 the Board of Public Works of the City of Indianapolis be and the same is hereby authorized and empowered to purchase, through its duly authorized Purchasing Agent, the hereinafter designated items to be used by the department as indicated. The said items are to be purchased from the lowest and best bidder, or bidders, whose bids have been received and opened in public by said Board after advertisement therefor, as provided by law, and the total cost of said items shall not exceed the sum of money heretofore appropriated or available for the use of said Board.

BOARD OF PUBLIC WORKS

Municipal Garage

Reqn. No. 6985—Washing of City-owned Automobiles
for 1962 for Municipal Garage-----\$ 4,680.00

Street Commission

Reqn. No. 10,301—1 Dump Truck -----\$ 6,442.00
Reqn. No. 10,302—1 Cab and Chassis -----\$ 2,628.46
Reqn. No. 10,304—4 Cabs and Chassis -----\$ 9,855.32
Reqn. No. 10,305—8 Dump Trucks -----\$27,986.72
Reqn. No. 10,306—9 Two - Door Sedans -----\$14,217.00
Reqn. No. 10,307—10 Chassis & Cabs with Dump Body--\$26,643.30
Reqn. No. 10,345—No. 2 Fuel Oil -----\$ 9,730.00
Reqn. No. 10,346—No. 5 Fuel Oil -----\$ 8,790.00
Reqn. No. 10,350—Flasher Warning Signals -----\$ 4,950.00

Section 2. This Ordinance shall be in full force and effect from and after its passage, approval by the Mayor and publication as required by law.

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

By Councilman Williamson:

GENERAL ORDINANCE NO. 15, 1962

AN ORDINANCE redefining the boundaries of certain voting wards in the City of Indianapolis, creating a new 32nd Ward and assigning it to the Sixth Councilmanic District.

BE IT ORDAINED BY THE COMMON COUNCIL
OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. Because of the growth of both area and population in the City of Indianapolis, additional areas have been annexed and it has become necessary to re-define certain voting wards in said city in order to facilitate and expedite voting in the City of Indianapolis.

Section 2. The boundaries of certain wards are hereby re-defined, changed, reallocated and realigned, and Chapter 4, Section 1-401 of the Municipal Code of the City of Indianapolis is amended as follows, to-wit:

Section 3. Subsection one of Section 1-401 be and the same is amended to read as follows:

Sub-section one of Section 1-401 is amended to read as follows:

(1) FIRST WARD. Beginning at the intersection of the south property line of Thirty-eighth Street and the center line of Temple Avenue; thence south on and along the center-line of Temple Avenue to the center-line of Thirty-fourth Street; thence southwardly on and along the west property line of George Washington Park to the center-line of Thirtieth Street; thence west on and along the center-line of Thirtieth Street to the center-line of Temple Avenue; thence south on and along the center-line of Temple Avenue to the center-line of Twenty-eighth Street; thence east on and along the center-line of Twenty-eighth Street to the center-line of Wheeler Street; thence south on and along the center-line of Wheeler Street to the center-line of Twenty-third Street; thence west on and along the center-line of Twenty-third Street to the center line of Glenn Drive; thence westwardly on and along the center-line of Glenn Drive to the center-line of Keystone Avenue; thence south on and along the center-line of

Keystone Avenue to the center-line of the Belt Railroad; thence west on and along the center-line of the Belt Railroad to the center-line of Caroline Street; thence south on and along the center-line of Caroline Street to the center-line of Roosevelt Avenue; thence southwestwardly on and along the center-line of Roosevelt Avenue to the center-line of Valley Avenue; thence eastwardly on and along the center-line of Valley Avenue to the center-line of Massachusetts Avenue; thence northeast on and along the center-line of Massachusetts Avenue to the center-line of Emerson Avenue; thence north on and along the center-line of Emerson Avenue to the south property line of Thirty-eighth Street; thence west on and along the south property line of Thirty-eighth Street to the center-line of Temple Avenue the point or place of beginning.

Sub-section nine of Section 1-401 is amended to read as follows:

(9) NINTH WARD. Beginning at the intersection of the center lines of East Tenth Street and Oakland Avenue; thence south on and along the center-line of Oakland Avenue to the center-line of East Michigan Street; thence east on and along the center-line of East Michigan Street to the center-line of Emerson Avenue; thence north on and along the center-line of Emerson Avenue to the center-line of 30th Street; thence west along the center-line of 30th Street to the north right-of-way line of the C.C.C. and St. L. Railroad; thence southwest along the north-west line of the right-of-way of said Cleveland, Cincinnati, Chicago and St. Louis Railway Company to the intersection of the center-line of Sherman Drive; thence south along the center-line of Sherman Drive to the center-line of East Tenth Street; thence west on and along the center-line of East Tenth Street to the center-line of Oakland Avenue, the place or point of beginning.

Sub-section ten of Section 1-401 is amended to read as follows:

(10) TENTH WARD. Beginning at the intersection of Tenth Street and the center-line of the New York, Chicago and St. Louis Railroad, sometimes known as the Nickel Plate Railroad; thence east along the center-line of Tenth Street to the center-line of Oakland Avenue; thence south along the center-line of Oak-

land Avenue; to the center line of Michigan Street; thence west along the center-line of Michigan Street to the center line of Oakland Avenue; thence south along the center line of Oakland Avenue to the center-line of Washington Street; thence west along the center-line of Washington Street to the center-line of Pine Street; thence north along the center-line of Pine Street to the center-line of the New York, Chicago and St. Louis Railroad right-of-way, sometimes known as the Nickel Plate Railroad; thence along the center-line of said right-of-way to the center-line of Tenth Street, the point or place of beginning.

Sub-section seventeen of Section 1-401 is amended to read as follows:

(17) SEVENTEENTH WARD. Beginning at the intersection of the center line of Minnesota Street and East Street; thence south along the center line of East Street to the south right-of-way line of the Indianapolis Union Railroad; thence west along the south right-of-way of said railroad to the east right-of-way line of the Pittsburgh, Cincinnati, Chicago and St. Louis Railroad (Louisville Division); thence southeast along the east right-of-way line of said railroad to the center line of Raymond Street; thence east along the center line of Raymond Street to the center line of Emerson Avenue; thence north along the center line of Emerson Avenue to the Center line of Prospect Street; thence west along the center line of Prospect Street to the center line of Pleasant Run; thence in a southwesterly direction along the meandering center line of Pleasant Run to the center line of Ringgold Street; thence north along the center line of Ringgold Street to the center line of Minnesota Street; thence west along the center line of Minnesota Street to the center line of East Street, being the place of beginning.

Subsection eighteen of Section 1-401 is amended to read as follows:

(18) EIGHTEENTH WARD. Beginning at the intersection of the center line of Emerson Avenue and the center line of Prospect Street; thence north along the center line of Emerson Avenue to the center line of 10th Street; thence east along the center line of 10th Street to the east property line of Pleasant Run Boulevard as extended North; thence south along the east

property line of Pleasant Run Boulevard to the north bank of a storm drainage ditch 50 feet more or less south of the southeast corner of East Michigan Street and Pleasant Run Boulevard; thence southeasterly along the meandering north bank of said ditch and the corporation line of the City of Indianapolis to the intersection of the center lines of Lowell and Edmondson Avenues; thence south along the center line of Edmondson Avenue to the north right-of-way line of the Pennsylvania Railroad; thence westerly along the north right-of-way line of said railroad to the center line of Kitley Avenue; thence south along the center line of Kitley Avenue to the center line of English Avenue; thence west along the center line of English Avenue to a point 315 feet east of the west line of the southwest quarter of Section 11, Township 15 North, Range 4 East, in Marion County, Indiana; thence south along a line parallel with and 315 feet east of the west line of said southwest quarter section to the center line of Brookville Road; thence northwesterly along the center line of Brookville Road to the center line of Arlington Avenue; thence south along the center line of Arlington Avenue to the center line of Prospect Street; thence west along the center line of Prospect Street to the center line of Emerson Avenue, the place of beginning.

Sub-section nineteen of Section 1-401 is amended to read as follows:

(19) NINETEENTH WARD. Beginning at the intersection of the center line of the Baltimore and Ohio Railroad and the center line of Belmont Avenue; thence northwesterly along the center line of said railroad to the center line of King Avenue as produced north; thence south along said center line of King Avenue to the center line of Vermont Street; thence west along the center line of Vermont Street to the center line of Goodlet Avenue; thence north along the center line of Goodlet Avenue and said center line produced north to the center line of the Baltimore and Ohio Railroad; thence northwesterly along the center line of said railroad to the center line of Tibbs Avenue; thence south along the center line of Tibbs Avenue to the center line of Vermont Street; thence west along the center line of Vermont Street to the center line of Little Eagle Creek; thence northwesterly following the meandering center line of said creek to the center line of Michigan Street; thence west along the center line of Michigan Street to the center line of Olin Avenue; thence north along

the center line of Olin Avenue to the south line of Little Eagle Park produced east; thence west along said south line of Little Eagle Creek Park to the west property line of Grande Avenue; thence south along the west property line of Grande Avenue to the north property line of Vermont Street; thence west along the north property line of Vermont Street to the west line of Big Eagle Creek Park; thence north along the west line of Big Eagle Creek Park to the northwest corner of Said Park; thence east along the north line of Big Eagle Creek Park to the east property line of Grande Avenue; thence north along the east property line of Grande Avenue to the center line of 10th Street; thence east along the center line of 10th Street to the center line of Olin Avenue; thence north along the center line of Olin Avenue to the center line of 16th Street; thence east along the center line of 16th Street to the east line of Wayne Township; said east line being also the center line of Belmont Avenue produced north; thence south along said east line and the center line of Belmont Avenue to the center line of the Baltimore and Ohio Railroad, the place of beginning.

Sub-section twenty-one of Section 1-401 is amended to read as follows:

(21) TWENTY-FIRST WARD. Beginning at the intersection of the center line of Boulevard Place and Fifty-fourth Street; thence northwest on and along the center line of Boulevard Place and its production north to the southeast bank of the Indianapolis Water Company Canal; thence northeasterly along the southeast bank of said canal to an angle in the city corporation line; thence in a northerly direction and along the east low water mark of White River to the south line of Section 35, Township 17 North, Range 3 East; thence west on and along the aforescribed south line of Section Thirty-five to the east property line of Spring Mill Road; thence north to the south property line of Sixty-fourth Street; thence eastwardly along the south property line of Sixty-fourth Street to the low water mark on the east bank of White River; thence in a northeasterly direction along the aforescribed low water mark to a point, said point being on the line produced to the southeast by the southwestern property line of Pennsylvania Street, as located north of White River; thence northwest along the aforescribed southerly property line of Pennsylvania Street as produced to the southeast to the said southerly property line and continuing along the curving line of

the said property line to its intersection with the west line of the northeast quarter of Section Thirty-five, Township Seventeen North, Range Three East; thence north along the aforescribed west line to the center line of Seventy-First Street; thence east along the center line of Seventy-first Street a distance of two hundred ninety-five and twenty-two hundredths feet to a point; thence south and parallel to the west line of the aforesaid Section Thirty-five a distance of two hundred thirty feet to a point; thence east along a line parallel to the center line of Seventy-first Street a distance of three hundred seventy-eight feet to a point on the center line of Washington Boulevard; thence south on the center line of Washington Boulevard a distance of thirty-five feet to a point; thence east along a line parallel to the center of Seventy-first Street a distance of two hundred sixty-two and two-tenths feet to a point; thence north a distance of twenty-two feet to a point; thence east along a line parallel to the center line of Seventy-first Street a distance of eighty-five feet to a point; thence north along a line parallel to the west line of the aforescribed Section Thirty-five a distance of two hundred forty-three feet to the center line of Seventy-first Street; thence east along the center line of Seventy-first Street to the west line of Marott Park; thence south along the west line of Marott Park and the corporation line of the City of Indianapolis 582.5 feet to a point; thence west and parallel with the center line of Seventy-first Street along the city corporation line to a point 200 feet east of the west line of the northwest quarter of Section 36, Township 17 North, Range 3 East, in Marion County, Indiana, thence south along the city corporation line to the north line of the westward extension of Marott Park; thence westerly along said north park line and the city corporation line to the east property line of College Avenue; thence south along the east property line of College Avenue to the low water mark on the south side of White River; thence along the easterly and southerly meanderings of the low water mark of White River to a point, said point being the intersection of the aforescribed low water mark with a line projected north fifty-six degrees west from the southeast corner of the property of the American Aggregates Corporation, formerly known as the H. P. B. Dawson property; thence along a line south fifty-six degrees east to a point, said point being the southeast corner of the aforescribed property of the American Aggregates Corporation; thence north-eastwardly along a line, said line being a northwest property line of the Indianapolis Water Company's property, to a point, said

point being the intersection of the said northwest property line with the south line of the north half of the southeast quarter of Section Thirty-six, Township Seventeen North, Range Three East, thence east on and along the south line of the aforescribed part of a Section Thirty-six to the intersection of said line with the low water mark on the east side of White River; thence in a northeasterly direction on and along the easterly low water mark of White River a distance of four hundred fifteen feet, more or less, to a point; thence on and along an easterly line parallel to the south line of the aforescribed Section Thirty-six a distance of three hundred fifty-three and one-tenth feet to a point; thence along a northerly line parallel to the east line of the aforescribed Section Thirty-six a distance of two hundred twenty-six and five-tenths feet to a point; thence along an easterly line parallel to the south line of the aforescribed Section Thirty-six a distance of one thousand eighty-six and five-tenths feet to a point on the west property line of Evanston Avenue; thence south on and along the west property line of Evanston Avenue to the center line of Broad Ripple Avenue; thence east along the center line of Broad Ripple Avenue to a point 73 feet east of the west line of Lot 21 in Dawnbury Addition; thence northerly, easterly, northerly and east along the city corporation line to the center line of Keystone Avenue; thence east along the city corporation line to Tacoma Avenue; thence south along the center line of Tacoma Avenue to a point 146 feet north of the north line of Broad Ripple Avenue; thence east along the city corporation line to Temple Avenue; thence south along the center line of Temple Avenue to the center line of Broad Ripple Avenue; thence east along the center line of Broad Ripple Avenue to the center line of Rural Street; thence south along the center line of Rural Street to the center line of Kessler Boulevard, East Drive; thence east along the center line of Kessler Boulevard, East Drive to the west right-of-way of the N.Y.C. & St. Louis (Nickel Plate) R.R.; thence southwesterly with the west right-of-way line of said railroad to the center line of Keystone Avenue; thence north with the center line of Keystone Avenue to a point 499.29 feet north of the center line of 52nd Street, being also the south line of the northeast quarter of Section 7, Township 16 North, Range 4 East, in Marion County, Indiana; thence west and along the north line of the south half of Outlot 7 in Marott Park to the east line of Frazee Home Place Addition; thence north along the east line of Frazee Home Place Addition to the center line of 54th Street; thence west along the center line of 54th Street to

the east line of the northwest quarter of Section 7, Township 16 North, Range 4 East, in Marion County, Indiana; thence north along said east quarter section line 150 feet to a point; thence west and parallel with the north line of 54th Street to the porth-east corner of Lot No. 30 in the Fifty-fourth and Haverford Addition, Second Section; thence south along the east line of said Lot No. 30 to the north property line of 54th Street; thence east along the north property line of 54th Street to the west property line of Ralston Avenue; thence south along the west property line of Ralston Avenue to the center line of 52nd Street; thence west along the center line of 52nd Street to the east right-of-way line of the Chicago, Indianapolis and Louisville (Monon) Railroad; thence north along the east right-of-way line of said railroad to the center line of 54th Street; thence west along the center line of 54th Street to the center line of Boulevard Place, being the place of beginning.

Sub-section twenty-four of Section 1-401 is amended to read as follows:

(24) TWENTY-FOURTH WARD. Beginning at a point in the east line of Section 21, Township 15 North, Range 3 East, in Marion County, Indiana, said point being 378.83 feet south of the northeast corner of said section; thence along the city corporation line to the southeasterly right-of-way of Kentucky Avenue; thence northeasterly along said right-of-way line to the south right-of-way line at Raymond Street; thence west along the south right-of-way line of Raymond Street to the west line of the east half of the southeast quarter of Section 16 as extended south; thence north along said half quarter section line to the southwesterly bank of Big Eagle Creek; thence northwesterly following the meanderings of the southwesterly bank of said creek to the south right-of-way line of the Indiana Railroad, Inc. (Traction Company); thence southwestwardly on and along the south right-of-way line of said railroad to the center-line of Tibbs Avenue; thence north and northwestwardly on and along the center-line of Tibbs Avenue to the east property line of Exeter Avenue; thence north along the east property line of Exeter Avenue extended north to its intersection with the south line of Creston Addition as extended east; thence west along the south line of Creston Addition to the southwest corner Lot No. 1 in said Creston Addition; thence north along the west line of said Lot No. 1 and said line extended north to the north property line

of Rockville Road; thence east along the north property line of Rockville Road to the southeast corner of Lot No. 49 in Creston Addition; thence north along the east line of said Lot No. 49 and said east line extended north to the top of the west bank of Big Eagle Creek; thence northwesterly along the top of the west bank of Big Eagle Creek to the southwest boundary of Salem Park Addition; thence northwestwardly on and along the southwest boundary of Salem Park Addition to the center line of Market Street; thence east on and along the center line of Market Street, and the said center-line produced east, to the center-line of Tibbs Avenue as produced due south; thence north on and along said production of the center-line of Tibbs Avenue, and the center-line of Tibbs Avenue, to the center-line of the Baltimore and Ohio Railroad; thence southeastwardly on and along the center-line of said railroad to the center-line of Goodlet Avenue produced north; thence south on and along the center-line of Goodlet Avenue produced north, and the center-line of Goodlet Avenue; to the center-line of Vermont Street; thence east on and along the center-line of Vermont Street to the center-line of King Avenue; thence north on and along the center-line of King Avenue, and said center-line produced north, to the center-line of Baltimore and Ohio Railroad; thence southeastwardly on and along the center-line of the said railroad to the center-line of Belmont Avenue; thence south on and along the center-line of Belmont Avenue and the east line of Wayne Township to the place of beginning.

Sub-section twenty-six of Section 1-401 is amended to read as follows:

(26). TWENTY-SIXTH WARD. Beginning at the intersection of the center line of Troy Avenue and the center line of Shelby Street; thence east along the center line of Troy Avenue to a corner in the city corporation line 1186.8 feet, more or less, east of the center line of Section 30, Township 15 North, Range 4 East in Marion County, Indiana; thence south along the city corporation line to the center line of Murry Street; thence west along the center line of Murry Street to the center line of State Avenue (Street); thence south along the center line of State Avenue (Street) to the center line of Hanna Avenue; thence east along the center line of Hanna Avenue to the center line of Carson Avenue; thence southeasterly along the center line of Carson Avenue to the east line of Section 31; thence south

along the city corporation line to a corner in said line; thence west along the city corporation line to a corner in said line; thence south along the city corporation line to the north bank of Lick Creek; thence southwesterly and westerly along the north bank of Lick Creek and the city corporation line to the east right-of-way of the Pennsylvania Railroad; thence northwesterly along said railroad right-of-way line to the south line of the northwest quarter of Section 31; thence west along said south quarter section line to the center line of Madison Avenue; thence northwesterly along the center line of Madison Avenue to the center line of Troy Avenue; thence east along the center line of Troy Avenue to the east right-of-way line of the Pennsylvania Railroad; thence southeasterly along said railroad right-of-way line to the center line of Sumner Avenue; thence east along the center line of Sumner Avenue to the center line of Shelby Street; thence north along the center line of Shelby Street to the place of beginning.

Also, beginning at the intersection of the east line of Rural Street and the center line of Troy Avenue; thence south 278.18 feet to a point; thence east 197.62 feet to a point; thence south 100 feet to a point; thence east 610 feet to a point; thence north 378.18 feet to the center line of Troy Avenue; thence west to the place of beginning.

Sub-section twenty-seven of Section 1-401 is amended to read as follows:

(27) **TWENTY-SEVENTH WARD.** Beginning at the intersection of the center line of 38th Street and Emerson Avenue; thence north along the center line of Emerson Avenue to the center line of 42nd Street; thence east along the center line of 42nd Street to the west line of Herman Maple Heights Addition; thence north along the west line of Herman Maple Heights Addition to the center line of 44th Street, being also the north line of the southwest quarter of the northeast quarter of said Section 15, thence west along the center line of 44th Street to the center line of Ritter Avenue; thence north along the northward extension of the center line of Ritter Avenue a distance of 553.14 feet; thence east along the present corporation line of the City of Indianapolis to the west line of Herman's Maple Heights, Section Two, Addition; thence north along the west line of said addition to the south line of 46th Street; thence east along the south line of 46th Street to the west line of Arlington Avenue; thence north along

the west line of Arlington Avenue to the south line of Arlington Ridge Addition, said line being 854 feet, more or less, south of the north line of the southeast quarter of Section 10, Township 16 North, Range 4 East, in Marion County, Indiana; thence west along the south line of said addition approximately 2600 feet to the west line thereof; thence north along the city corporation line to a corner in said line; thence east along the city corporation line to the west line of Brendonridge Addition; thence north along said west line to the center line of 56th Street; thence east along the center line of 56th Street to the east line of Moonlight Drive; thence south along the east line of Moonlight Drive to the center line of 52nd Street; thence east to the west line of the City of Lawrence; thence south along the west line of Lawrence to the north line of 46th Street; thence west along the north line of 46th Street to the east line of Arlington Avenue; thence south to the south line of 46th Street; thence east to the center line of Shadeland Avenue; thence south to the center line of Massachusetts Avenue; thence northeasterly along the center line of Massachusetts Avenue to the center line of 42nd Street; thence east along the center line of 42nd Street to the east line of the west half of the northwest quarter of Section 18, Township 16 North, Range 5 East, in Marion County, Indiana; thence north along the city corporation line to the boundary of the City of Lawrence; thence northeasterly east and then south along the city corporation line to the center line of 42nd Street; thence west along the center line of 42nd Street to the center line of Section 18; thence south, east, north, east and again north along the city corporation line to the center line of 42nd Street; thence east along the center line of 42nd Street to the east line of the west half of the southwest quarter of Section 17; thence south along said half quarter section line to the center line of 38th Street; thence west along the center line of 38th Street to the place of beginning.

Also, part of the south half of Section 17, beginning at the intersection of the center line of 42nd Street and the west line of the southeast quarter of Section 17; thence south along said quarter section line to the north line of the south half of said southeast quarter section; thence east along the city corporation line to the center line of said southeast quarter section; thence north along the city corporation line to the south line of the north half of the northeast quarter of said southeast quarter section; thence east along the city corporation line to the center line of Mitthoefer

Road; thence south along the center line of Motthoefer Road to the center line of 38th Street; thence west along the center line of 38th Street to the center line of the southeast quarter of Section 17; thence north along said center line 675 feet to a point; thence west along the city corporation line 356.15 feet; thence south along the city corporation line to the center line of 38th Street; thence west along the center line of 38th Street to a point 828.07 feet east of the west line of the southeast quarter of Section 17; thence north along the city corporation line 675 feet; thence west along the city corporation line 592.27 feet to a point; thence south along the city corporation line to the center line of 38th Street; thence west 50 feet; thence north along the city corporation line to the center line of 42nd Street; thence east along the center line of 42nd Street to the place of beginning.

Sub-section twenty-eight of Section 1-401 is amended to read as follows:

(28) TWENTY-EIGHTH WARD. Beginning at the intersection of the center line of Emerson Avenue and the center line of 10th Street; thence east along the center line of 10th Street to the center line of Ridgeview Drive; thence north along the center line of Ridgeview Drive to the center line of 16th Street; thence east along the center line of 16th Street to a point 816.67 feet west of the southeast corner of the west half of the northeast quarter of Section 35, Township 16 North, Range 4 East in Marion County, Indiana; thence north $19^{\circ} 25'$ east along the corporation line of the City of Indianapolis a distance of 681.82 feet; thence north $68^{\circ} 49'$ east along said corporation line a distance of 453.75 feet; thence north $23^{\circ} 26'$ east along said corporation line a distance of 414.96 feet to a point in the east line of the west half of said northeast quarter section, said point being 1188 feet north of the southeast corner of said quarter section; thence north along the east line of said west half quarter section 696.01 feet to a point; thence west to a point in the west line of said west half quarter section 1887.5 feet north of the center line of 16th Street; thence north along the west line of said west half quarter section to 21st Street and continuing north along the center line of Kitley Avenue to the south right-of-way line of the Cleveland, Cincinnati, Chicago and St. Louis Railway Company (Springfield Division); thence southwesterly along the south right-of-way line of said railroad to the center line of Arlington Avenue; thence north along the center line of Arlington Avenue to the north right-of-way line of the Cleveland,

Cincinnati, Chicago and St. Louis Railroad (Cleveland Division); thence northeasterly along said railroad right-of-way line a distance of 1598 feet, more or less, to a point; thence north along the city corporation line to the center line of 38th Street; thence west along the center line of 35th Street 667.14 feet to a point; thence south, west and again south along the city corporation line to a line 930.8 feet south of the center line of 38th Street; thence west along the city corporation line to the center line of Arlington Avenue; thence north along the center line of Arlington Avenue to the center line of 38th Street; thence east along the center line of 38th Street to the center line of Emerson Avenue; thence south along the center line of Emerson Avenue to the place of beginning.

Also, beginning at the intersection of the center line of 38th Street and the center line of Richardt Street; thence south along the center line of Richardt Street to the center line of 36th Street; thence west along the center line of 36th Street and the Indianapolis city corporation line to a point 400 feet east of the center line of Shadeland Avenue; thence south and parallel with said center line to the center line of 34th Street; thence east along the center line of 34th Street to the east line, extended north, of Lot No. 229 in Shadeland Village Addition, Third Section; thence south along the Indianapolis city corporation line on the east line of Lots 229 to 212, inclusive, in said Addition, to the northeast corner of Lot 211 in said Addition; thence west along the north line of said Lot 211 to the west line thereof; thence south along the west line of said Lot 211 and said line extended south to the center line of 30th Street; thence east along the center line of 30th Street to the center line of Franklin Road; thence north along the center line of Franklin Road to the south line of the north half of Section 19, Township 16 North, Range 5 East, in Marion County, Indiana; thence east along the south line of said north half section and the south line of the north half of Section 20 to the center line of Mitthoefer Road; thence north along the center line of Mitthoefer Road to the center line of 38th Street; thence west along the center line of 38th Street to the place of beginning, EXCEPT, however, a parcel of ground beginning at a point in the west right-of-way line of North Franklin Road a distance of 1054.6 feet north of the south line of the northeast quarter of the southeast quarter of Section 24, Township 16 North, Range 4 East, in Marion County, Indiana; thence west and parallel with said south quarter quarter section line to a point in the west line of said quarter quarter section; thence north along said west line to the north line of said quarter

quarter section; thence east along said north line to the west right-of-way line of Franklin Road; thence south along said west line of Franklin Road to the place of beginning; ALSO, EXCEPTING Lot No. 349 in Shadeland Village Addition, 4th Section.

Also, beginning at a point to the center line of Franklin Road 1022 feet south of the north line of the northeast quarter of Section 25, Township 16 North, Range 4 East, in Marion County, Indiana; thence east along the Indianapolis city corporation line to a point 330 feet west of the east line of the west half of Section 30, Township 16 North, Range 5 East, in Marion County, Indiana; thence north and parallel with said half section line to the center line of 30th Street; thence east along the center line of 30th Street 1100 feet to a point; thence south along the city corporation line 2262.65 feet to a point; thence west along the city corporation line to a point 330 feet west of the half section line; thence south and parallel with said half section line to a point 1380.4 feet north of the south line of said Section 30; thence west along the Indianapolis city corporation line to the center line of Franklin Road; thence south along the center line of Franklin Road to a point approximately 1404 feet south of the north line of the southeast quarter of Section 25, Township 16 North, Range 4 East, in Marion County, Indiana; thence westerly, northwesterly, northeasterly and northerly along the Indianapolis city corporation line to a point 1516.2 feet north of the north line of said southeast quarter section; thence east along the Indianapolis city corporation line to the place of beginning.

Also, beginning at a point in the center line of 30th Street, 1335 feet west of the center line of Post Road; thence east to the northeast corner of the township school tract, 783.74 feet west of the center line of Post Road; thence south 833.7 feet to the southwest corner of the school tract; thence east to the center line of Post Road; thence south to a point 2669.27 feet south of the center line of 30th Street; thence west along the city corporation line 1335.86 feet to a point; thence north along the city corporation line to the place of beginning.

Also, beginning at the intersection of the center line of 38th Street and the west line, extended north, of Lot 1 in Vernon Acres Addition, First Section; thence east along the center line of 38th Street to the center line of Massachusetts Avenue, otherwise known as Pendleton Pike; thence southwest along the center line

of said Massachusetts Avenue 240.6 feet to a point; thence northwest to the north right-of-way line of Massachusetts Avenue; thence southwest along the south line of the aforesaid Lot No. 1; thence north along the west line of said Lot No. 1 to the place of beginning.

Sub-section twenty-nine of Section 1-401 is amended to read as follows:

(29) TWENTY-NINTH WARD. Beginning at the intersection of the south right-of-way line of 38th Street and the east line of Wayne Township; thence south along the east line of Wayne Township to the center line of 16th Street; thence west along the center line of 16th Street to the west right-of-way line of the C.C.C. and St. L. Railroad; thence north along the said west railroad right-of-way line to the south line of Section 29, Township 16 North, Range 3 East, in Marion County, Indiana; thence west along said section line to the east line of the town of Speedway; thence north along said east town line to a corner thereof; thence east along the city corporation line to the west right-of-way line of the C.C.C. and St. L. Railroad; thence north along said right-of-way line to the center line of Section 29; thence west along said center line and the center line of Section 30 to the center line of Georgetown Road; thence north along the center line of Georgetown Road to the center line of 30th Street; thence west along the center line of 30th Street to the west line of Eagledale, Fifth Section, Addition; thence north along the city corporation line to a corner therein; thence west along the city corporation line to the west line of Eagledale, Fifth Section; thence north along said west line to the center line of 34th Street; thence west along the center line of 34th Street to the center line of Moller Road; thence south along the center line of Moller Road to the south line of Section 24, Township 16 North, Range 2 East; thence west along said south section line to the east line of the town of Speedway; thence north along said east line to the north line of said town; thence west along said north line to the center line of High School Road; thence south along the center line of High School Road to the southwest corner of Section 24; thence west along the city corporation line to the east line of Interstate Highway 465; thence north along said east line to the center line of 34th Street; thence east along the center line of 34th Street to the center line of High School Road; thence north along the center line of High School Road to the south line of 38th Street; thence east along the south line of

38th Street to the westerly line of Lafayette Road; thence southeasterly along the westerly line of Lafayette Road to the west right-of-way of the C.C.C. and St. L. Railroad; thence north along said west right-of-way line to the south line of 38th Street; thence east along the south line of 38th Street to the place of beginning.

Sub-section thirty of Section 1-401 is amended to read as follows:

(30) THIRTIETH WARD. Beginning at the intersection of the center line of Raymond Street and the east right-of-way line of the Pittsburgh, Cincinnati, Chicago and St. Louis Railroad (Louisville Division); thence southeast along the east right-of-way line of said railroad to the center line of Troy Avenue; thence east along the center line of Troy Avenue to the center line of Perkins Street; thence north along the center line of Perkins Street to the center line of Southern Avenue; thence along the center line of Southern Avenue to the center line of Sherman Drive; thence north along the center line of Sherman Drive to the north line of the City of Beech Grove; thence east along the north line of the City of Beech Grove to the northeast corner of said City; thence south and southeast along the east boundary of said city to the center line of Emerson Avenue extending south; thence north along said center line of Emerson Avenue and the east line of Center Township to the center line of Raymond Street; thence west along the center line of Raymond Street to the east right-of-way line of the Pittsburgh, Cincinnati, Chicago and St. Louis Railroad (Louisville Division), being the place of beginning.

Sub-section thirty-one of Section 1-401 is added to said section, and shall read as follows:

(31) THIRTY-FIRST WARD. Beginning at the intersection of the center line of 38th Street and the center line of State Highway No. 37; thence northeasterly along the center line of said State Highway No. 37 to the center line of Fall Creek Parkway, North Drive; thence northeasterly along the center line of said North Drive to the center line of Temple Avenue; thence north along the center line of Temple Avenue to the center line of Allisonville Road; thence northeasterly along the center line of Allisonville Road to the south line of 47th Street; thence east along the south line of 47th Street to the west line of Miami Drive; thence south to the center line of 46th Street; thence east along the center line of 46th Street to the center line of Sherman Drive;

thence south along the center line of Sherman Drive to the center line of 42nd Street; thence east along the center line of 42nd Street to the east line of Berkshire Road; thence north along the east line of Berkshire Road to a corner in the city corporation line; thence east along the city corporation line to the center line of Emerson Avenue; thence south along the center line of Emerson Avenue to the center line of 38th Street; thence west along the center line of 38th Street to the place of beginning.

Sub-section thirty-two of Section 1-401 is added to said section, and shall read as follows:

(32) THIRTY-SECOND WARD. Beginning at the intersection of the north line of 38th Street and the center line of High School Road; thence north along the center line of High School Road 2035 feet, more or less, to a point; thence east along the city corporate line to a point 440 feet west of the center line of Moller Road; thence south to a point 660 feet north of the south line of Section 13, Township 16 North, Range 2 East in Marion County, Indiana; thence east to the center line of Moller Road; thence south to the north line of 38th Street; thence west to the place of beginning.

Section 4. Said 32d Ward is assigned to the Sixth Councilmanic District.

Section 5. This ordinance shall be in full force and effect from and after its passage, approval by the Mayor, and compliance with all laws pertaining thereto.

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

ORDINANCES ON SECOND READING

Mr. Huber called for General Ordinance No. 6, 1962 for second reading. It was read a second time.

On motion of Mr. Huber, seconded by Mr. Deluse,

General Ordinance No. 6, 1962 was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 6, 1962 was read a third time by the Clerk and passed by the following roll call vote:

Ayes 9, viz: Mr. Ambuhl, Mr. Deluse, Mr. Hasbrook, Mr. Huber, Mr. McKinney, Mr. Moriarty, Mr. White, Mr. Williamson, President Wallace.

Mr. Huber called for General Ordinance No. 9, 1962 for second reading. It was read a second time.

On motion of Mr. Huber, seconded by Mr. Deluse, General Ordinance No. 9, 1962, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 9, 1962 was read a third time by the Clerk and passed by the following roll call vote:

Ayes 9, viz: Mr. Ambuhl, Mr. Deluse, Mr. Hasbrook, Mr. Huber, Mr. McKinney, Mr. Moriarty, Mr. White, Mr. Williamson, President Wallace.

Mr. McKinney called for General Ordinance No. 7, 1962 for second reading. It was read a second time.

On motion of Mr. McKinney, seconded by Mr. Huber, General Ordinance No. 7, 1962, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 7, 1962 was read a third time by the Clerk and passed by the following roll call vote:

Ayes 9, viz: Mr. Ambuhl, Mr. Deluse, Mr. Hasbrook, Mr. Huber, Mr. McKinney, Mr. Moriarty, Mr. White, Mr. Williamson, President Wallace.

Mr. Moriarty called for Special Ordinance No. 1, 1962 for second reading. It was read a second time.

Mr. Moriarty presented the following written motion to amend Special Ordinance No. 1, 1962, to-wit:

Indianapolis, Ind., February 5, 1962

Mr. President:

I move that Special Ordinance No. 1, 1962 be amended by striking out in the ninth line of Section 1, the word "Avenue" and in Section 1, Parcel D, second line the word "Avenue," and inserting in lieu thereof the following: word "Street."

DANIEL P. MORIARTY, Councilman

Which was seconded by Mr. Hasbrook and passed by the following roll call vote:

Ayes 9, viz: Mr. Ambuhl, Mr. Deluse, Mr. Hasbrook, Mr. Huber, Mr. McKinney, Mr. Moriarty, Mr. White, Mr. Williamson, President Wallace.

On motion of Mr. Moriarty, seconded by Mr. Huber, Special Ordinance No. 1, 1962, As Amended, was or-

dered engrossed, read a third time and placed upon its passage.

Special Ordinance No. 1, 1962, As Amended, was read a third time by the Clerk and passed by the following roll call vote:

Ayes 9, viz: Mr. Ambuhl, Mr. Deluse, Mr. Hasbrook, Mr. Huber, Mr. McKinney, Mr. Moriarty, Mr. White, Mr. Williamson, President Wallace.

NEW BUSINESS

The meeting this evening was attended by ten Boy Scouts from Troop 103, accompanied by Mr. Harold Taylor, assistant to Scout Master of Troop 103, and Mr. James N. Carson, Merit Badge District Counselor. All of these boys are finishing up the required activities for their Civic in Community badges: Richard Metz, Mike Matthews, Geoffrey Nay, Mark Taylor, David Nixon, Steve Qualkinbush, Greg Schilling, Dave Robinson, Michael Caron, Stephen Baron.

On motion of Mr. Hasbrook, seconded by Mr. Moriarty the Common Council adjourned at 8:25 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 5th day of February, 1962, at 7:30 P.M.

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

Joseph C. Wallace

ATTEST:

President

Teresa J. Rappley

(SEAL)

City Clerk

