

REGULAR MEETING.

COUNCIL CHAMBER, CITY OF INDIANAPOLIS, IND.

Monday, August 4, 1919.

The Common Council of the City of Indianapolis met in the Council Chamber, Monday evening, August 4, 1919, at 7:30 o'clock in regular session, President Wm. B. Peake in the chair.

Present: The Hon. Wm. B. Peake, President of the Common Council, and seven (7) members, viz.: Messrs. Kirsch, Willson, Miller, Schmidt, Pettijohn, Brown and Carnefix.

Absent: Mr. Furniss.

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

COMMUNICATIONS FROM THE MAYOR.

July 24, 1919.

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

Gentlemen: I have this day signed and delivered to George O. Hutsell, City Clerk, General Ordinance No. 33, General Ordinance No. 34 and General Ordinance No. 36.

Yours very truly,

CHARLES W. JEWETT.

August 4, 1919.

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

Gentlemen: It has been called to my attention that there is an ordinance now pending in the Council for the increase of the salary of patrolmen of the Police Force, from \$3.60 a day to \$4.25 a day.

I believe it to be my duty to call to your attention certain facts which should be given the most thorough consideration in connection with this ordinance.

Recently, the Council passed an ordinance re-enacting all of the existing salary ordinances in order that the same should be recodified in

one ordinance, for the convenience of the Departments and the Council. At the time this ordinance was presented, an emergency existed in the Street Commissioner's Department with reference to wages of workmen and inequality in salaries then in force. The Council, in this ordinance, very wisely relieved the existing emergency by increasing and equalizing such of the salaries of this Department as were necessary to relieve the emergency. It was stated to the Council at the time this bill was being considered that the Administration would prepare, for submission to the Council, before the budget of 1920 is submitted, an ordinance designed to standardize and equalize salaries throughout the various departments.

The committee which has charge of preparing this ordinance will have the same ready for your consideration not later than your next regular meeting. This ordinance will be carefully drawn and will be based upon a survey made of each Department relative to positions, wages, and salaries. This ordinance will cover not only the problem present in the Police Department, but also a similar problem in the Fire Department.

The ordinance now before the Council, raising the salaries of patrolmen to \$4.25 a day, in my opinion, should not be passed by your honorable body for the following reasons, to-wit:

First: The ordinance provides that said increase shall not be effective until January 1st, 1920. Therefore, it does not contemplate an emergency, and the increase which it provides for patrolmen should be considered in the General Salary Ordinance which will precede the consideration of the budget for 1920.

Second: One branch of the Police Service should not be increased without consideration of the difference in rank in other branches of the service. The increase to \$4.25 per day to patrolmen amounts to \$1,551.25 as the yearly salary for this branch of service, while the salary of Traffic and Bicycle Officers, which is the next highest rank to patrolmen, is at present only \$4.20 per day. The pay of Sergeant is at present \$1,584.00 per year, which is only \$32.75 a year more than patrolman would be, if this ordinance is passed. You can readily see that fixing the patrolmen's salaries at \$4.25 a day immediately wipes out the ranks of Traffic Officer and Bicycle Officer, and almost equals the rank of Sergeant of Police. Therefore, in order to preserve the distinction in the various ranks of the Department, salary increases should be made, when necessary, in such a manner as to preserve the organization of the various branches of Police Service.

Third: The proposed ordinance does not consider the needs of the members of the Police Department who are not patrolmen, and who have a just and equitable claim for relief from the high cost of living.

Fourth: The present ordinance does not give any consideration to

the members of the Fire Department of any rank who deserve equal consideration in the matter of salary increase.

Fifth: The Board of Public Safety is now preparing information for the consideration of the Council, upon which they will recommend increases in salaries for both Fire and Police Departments in the budget for 1920. Said increases will fully preserve the ranks in the two Departments, and, in so far as possible, alleviate the condition of the men as affected by the increased cost of equipment and living expenses.

The Board of Public Safety will submit to your honorable body, at or before the time the budget is presented, a plan providing for the adoption in the Fire Department of the two platoon system for firemen. This will mean that instead of compelling the firemen of the force to serve continuously twenty-four hours in the day, there will be two shifts for each twenty-four hours, thereby giving each fireman an opportunity to enjoy his home life and spend a part of his time with his family.

In making these comprehensive changes and the adjustment of salaries and wages in the Department, all of these problems should be considered as a whole and no one branch of the service isolated from the entire problem.

I realize that the men of both Departments must have relief from their present condition. Both the Board of Safety and myself will recommend to your honorable body such increases for the two Departments as are believed will relieve the situation, and which conform to the financial ability of the city.

I trust that the ordinance now before the Council will not be acted upon at this time, but will be deferred and considered at the time the General Salary Ordinance is presented at your next regular meeting.

Yours very truly,

CHARLES W. JEWETT.

REPORTS FROM CITY OFFICERS.

From City Controller:

August 2, 1919.

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

Gentlemen: I am handing you herewith, a request from the Board of Public Safety, asking for an appropriation of \$31,928.04, to certain funds under the Department of Public Safety.

Inasmuch as a majority of the amount requested was used to pay bills of 1918, I feel that this request should be granted and I am submitting you ordinance covering same and recommend its passage.

Yours very truly,

ROBERT H. BRYSON, City Controller.

July 30, 1919.

Mr. Robert H. Bryson, City Controller, City of Indianapolis.

Dear Sir: You are hereby requested to recommend to the Common Council, the passage of an ordinance appropriating the sum of \$31,928.04 for the various funds of the Department of Public Safety to defray the operating expenses of this department for the balance of this year. Of this amount, \$25,554.75 is necessary to reimburse the 1919 funds for payment of 1917 and 1918 accounts paid from this year's appropriations.

A large portion of the \$6,373.29 additional appropriation asked for is for the Auto Maintenance and Printing and Stationery Funds of the Police Department and the Salary Fund of the Department of Buildings, on account of the automobiles of the Police Department, which are very old and of an obsolete type, which make the necessary repairs required on same very expensive; and the installation of the report system recommended by the Bureau of Municipal Research, which requires a large amount of printed forms and record books. The \$600.00 for the Building Department Salary Fund is salary for a Smoke Inspector for which there was no appropriation made for this year.

Please find attached three copies of ordinance covering this appropriation and distributing this amount to the various funds.

Yours very truly,

BOARD OF PUBLIC SAFETY.

A. L. Taggart, President.

From the Board of Public Works:

July 30, 1919.

Mr. George O. Hutsell, City Clerk, City.

Dear Sir: I am submitting herewith, for transmission to the Common Council, switch contract granting the Insley Manufacturing Company the right to lay and maintain a sidetrack or switch across Kealing Avenue, south of East Pratt Street.

Yours truly,

W. F. CLEARY.

Clerk, Board of Public Works.

From the Board of Public Safety:

August 4, 1919.

George Hutsell, City Clerk, City of Indianapolis.

Dear Sir: We herewith transmit to you copies of ordinance amending Section No. 349 of the Building Code, as submitted to this board with a letter from the Building Commissioner.

Yours very truly,

GEO. W. WILLIAMS,

Clerk Board of Public Safety.

August 4, 1919.

Board of Public Safety, Indianapolis, Indiana.

Gentlemen: I beg to present herewith, a copy of an amendment of Section 349 of General Ordinance No. 12, 1917, passed by the Common Council of the City of Indianapolis, February 28, 1917, and approved by the Mayor, March 3, 1917. This proposed amendment is for the purpose of setting a definite standard as to the quality of hollow tile used for basement walls in buildings, class 3 and 4, and interior and exterior load bearing walls. This present Section 349 permits the use of hollow vitreous tile but does not give any specifications as to the quality required.

This vitreous tile is a hard burned shale tile, in use throughout the country and such tile which will meet the tests specified in this amendment, is a first class building material and there is no reason why their use should not be permitted by our Building Code.

I hereby give my full approval of this proposed amendment and hope that you will approve and forward the same to the Common Council.

Yours very truly,

WALTER B. STERN,
Commissioner of Buildings.

REPORTS FROM STANDING COMMITTEES.

From the Committee on Finance:

Indianapolis, Ind., August 4, 1919.

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 Ordinance No. 23, 1919, entitled An ordinance ratifying, confirming and approving a certain contract made and entered into on the 21st day of April, 1919, by and between the City of Indianapolis, by and through its Board of Public Works, and Shearer and Mayer, whereby said City is authorized to purchase from said Shearer and Mayer, certain gravel equipment described in said contract for the sum of Twenty-one Hundred, Twenty-five Dollars (\$2125.00), designating the fund out of which the same shall be paid, and fixing the time when the same shall take effect, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

LOUIS W. CARNEFIX.
RUSSELL WILLSON.
O. B. PETTIJOHN.

Mr. Carnefix moved that the report of the committee be concurred in. Carried.

From the Committee on Finance:

Indianapolis, Ind., August 4, 1919.

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 Ordinance No. 24, 1919, entitled An ordinance ratifying, confirming and approving a certain contract made and entered into on the 21st day of April, 1919, by and between the City of Indianapolis, by and through its Board of Public Works, and George W. Fife, whereby said City is authorized to purchase from said George W. Fife one used Thomas Elevator Co. electric, Double Drum, Band Friction, Two Speed, Hoist equipped with 50 H. P. A. C. 3 ph. 60 cy. 220 volt variable speed motor with controller and resistance, for the sum of Twenty-eight Hundred Dollars (\$2800.00), designating the fund out of which the same shall be paid, and fixing a time when the same shall take effect, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

LOUIS W. CARNEFIX.
RUSSELL WILLSON.
O. B. PETTIJOHN.

Mr. Carnefix moved that the report of the committee be concurred in. Carried.

From the Committee on Finance:

Indianapolis, Ind., August 4, 1919.

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

Gentlemen: We, your Committee on Finance, to whom was referred Appropriation Ordinance No. 21, 1919, entitled An ordinance appropriating the sum of Eighty Dollars and Fifteen Cents (\$80.15) to the Department of Public Safety for the purpose of reimbursing Edward McGuff for his expenses as a delegate to a certain convention and declaring a time when the same shall take effect, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

LOUIS W. CARNEFIX.
G. G. SCHMIDT.
RUSSELL WILLSON.
O. B. PETTIJOHN.

Mr. Carnefix moved that the report of the committee be concurred in. Carried.

From the Committee on Finance:

Indianapolis, Ind., August 4, 1919.

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

Gentlemen: We, your Committee on Finance, to whom was referred Appropriation Ordinance No. 22, 1919, entitled An ordinance appropriating the sum of One Hundred Five Dollars and Fourteen Cents (\$105.14) to the Department of Finance, for the purpose of defraying the expenses of a delegate to a certain convention and providing a time when the same shall take effect, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

LOUIS W. CARNEFIX.

G. G. SCHMIDT.

RUSSELL WILLSON.

O. B. PETTIJOHN.

Mr. Carnefix moved that the report of the committee be concurred in. Carried.

From the Committee on Finance:

Indianapolis, Ind., August 4, 1919.

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

Gentlemen: We, your Committee on Finance, to whom was referred Appropriation Ordinance No. 23, 1919, entitled An ordinance appropriating the sum of One Hundred Ten Dollars and Forty Cents (\$110.40) to the Department of Public Safety, for the purpose of paying the expenses of John C. Loucks, Chief of the Fire Department, as a delegate of the City of Indianapolis to a certain convention, and declaring a time when the same shall take effect, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

LOUIS W. CARNEFIX.

G. G. SCHMIDT.

RUSSELL WILLSON.

O. B. PETTIJOHN.

Mr. Carnefix moved that the report of the committee be concurred in. Carried.

From the Committee on Finance:

Indianapolis, Ind., August 4, 1919.

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

Gentlemen: We, your Committee on Finance, to whom was referred Appropriation Ordinance No. 24, 1919, entitled An ordinance appropriating the sum of Thirty-five Hundred Dollars (\$3500.00) to the Bridge Repair Fund of the Board of Public Works, and declaring a time when the same shall take effect, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

LOUIS W. CARNEFIX,
G. G. SCHMIDT,
RUSSELL WILLSON,
O. B. PETTIJOHN.

Mr. Carnefix moved that the report of the committee be concurred in. Carried.

From the Committee on Finance:

Indianapolis, Ind., August 4, 1919.

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

Gentlemen: We, your Committee on Finance, to whom was referred Appropriation Ordinance No. 25, 1919, entitled An ordinance appropriating the sum of Fourteen Thousand, Five Hundred Thirty Dollars (\$14,530.00) to the Sprinkling Fund, of the Street Commissioner's Department, under the Department of Public Works and declaring the time the same shall take effect, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

LOUIS W. CARNEFIX,
G. G. SCHMIDT,
RUSSELL WILLSON,
O. B. PETTIJOHN.

Mr. Carnefix moved that the report of the committee be concurred in. Carried.

From the Committee on Finance:

Indianapolis, Ind., August 4, 1919.

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 Ordinance No. 44, 1919, entitled An ordinance ratifying, confirming and approving a certain contract and agreement made and en-

tered into on the-----day of April, 1919, between the City of Indianapolis, by and through its Board of Public Works and Linnie Cecil, whereby said City is authorized to purchase from said Linnie Cecil certain books of tracings, maps, plats, and negatives of the City of Indianapolis and Marion County, Indiana, and appropriating Six Thousand, Four Hundred and Twenty-five Dollars (\$6,425.00) for the same, and fixing a time when this ordinance shall take effect, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

LOUIS W. CARNEFIX.
G. G. SCHMIDT.
O. B. PETTIJOHN.
RUSSELL WILLSON.

Mr. Carnefix moved that the report of the committee be concurred in. Carried.

From the Committee on Finance:

Indianapolis, Ind., August 4, 1919.

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 Ordinance No. 45, 1919, entitled An ordinance transferring the sum of Eight Hundred Dollars (\$800.00) from the Building Department Salary Fund to the Building Department Printing, Stationery, Misc., fund of the Department of Public Safety, and declaring a time when the same shall take effect, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

LOUIS W. CARNEFIX.
G. G. SCHMIDT.
RUSSELL WILLSON.
O. B. PETTIJOHN.

Mr. Carnefix moved that the report of the committee be concurred in. Carried.

From the Committee on Finance:

Indianapolis, Ind., August 4, 1919.

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 Ordinance No. 46, 1919, entitled An ordinance authorizing the employment of an extra clerk in the Department of Public Purchase,

and declaring a time when the same shall take effect, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

LOUIS W. CARNEFIX.
G. G. SCHMIDT.
RUSSELL WILLSON.
O. B. PETTIJOHN.

*Mr. Carnefix moved that the report of the committee be concurred in. Carried.

From the Committee on Finance:

Indianapolis, Ind., August 4, 1919.

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 Ordinance No. 53, 1919, entitled An ordinance amending Section 748 of General Ordinance No. 12, 1917, beg leave to report that we have had said ordinance under consideration, and recommend that the same do not pass.

LOUIS W. CARNEFIX.
G. G. SCHMIDT.
RUSSELL WILLSON.
O. B. PETTIJOHN.

Mr. Carnefix moved that the report of the committee be concurred in. Carried.

From the Finance Committee:

Indianapolis, Ind., August 4, 1919.

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 Ordinance No. 54, 1919, entitled An ordinance amending Section 842 of General Ordinance No. 12, 1917, beg leave to report that we have had said ordinance under consideration, and recommend that the same do not pass.

LOUIS W. CARNEFIX.
G. G. SCHMIDT.
RUSSELL WILLSON.
O. B. PETTIJOHN.

Mr. Kirsch moved the report of the committee be concurred in. Carried.

From the Committee on City's Welfare:

Indianapolis, Ind., August 4, 1919.

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

Gentlemen: We, your Committee on City's Welfare, to whom was referred General Ordinance No. 42, 1919, entitled An ordinance ordering the Board of Public Works of the City of Indianapolis, Indiana, to improve Meridian Street from the Monument Circle to the South Property Line of Vermont Street, except crossing at Ohio Street, by resurfacing the roadway with Wooden block, asphalt, bituminous concrete or brick, as provided for under Improvement Resolution No. 9195, adopted May 9, 1919, beg leave to report that we have had said ordinance under consideration, and recommend that the same do not pass.

LEE J. KIRSCH.

O. B. PETTIJOHN.

G. G. SCHMIDT.

LOUIS W. CARNEFIX.

Mr. Carnefix moved that the report of the committee be concurred in. Carried.

From the Committee on City's Welfare:

Indianapolis, Ind., August 4, 1919.

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

Gentlemen: We, your Committee on City's Welfare, to whom was referred General Ordinance No. 43, 1919, entitled An ordinance ordering the Board of Public Works of the City of Indianapolis, Indiana, to improve Randolph Street from the north property line of Washington Street to the south property line of Michigan Street by grading and paving the roadway with wooden block, asphalt, bituminous concrete or brick, grading and paving the wings of intersecting streets and alleys in a similar manner, providing curb and gutters, providing marginal stone, and providing catch basin and iron inlets, provided for under Improvement Resolution No. 9208, adopted May 19, 1919, beg

leave to report that we have had said ordinance under consideration, and recommend that the same do not pass.

LEE J. KIRSCH.
O. B. PETTIJOHN.
G. G. SCHMIDT.
LOUIS W. CARNEFIX.
RUSSELL WILLSON.

Mr. Kirsch moved the report of the committee be concurred in. Carried.

INTRODUCTION OF APPROPRIATION ORDINANCES.

By City Controller:

Appropriation Ordinance No. 26, 1919.

An Ordinance appropriating the sum of Thirty-one thousand nine hundred twenty-eight dollars and four cents (\$31,928.04) to certain funds under the Department of Public Safety 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 there be and is hereby appropriated to the Department of Public Safety for the Fire Department and the various funds relating thereto, as indicated, the sum of Eighteen thousand four hundred seventy-eight dollars and four cents (\$18,478.04).

Fire Alarm Telegraph Fund -----	\$ 369.92
Fuel and Heat Fund -----	3,898.62
Furniture and Fixtures Fund -----	2,153.11
Gas and Electric Lights Fund -----	415.51
Harness and Repairs Fund -----	15.41
Horse Feed Fund -----	4,422.32
Horseshoeing Fund -----	855.10
Horses, Purchase of, Fund -----	485.00
Hose Fund -----	358.36
Miscellaneous Fund -----	747.03
New Apparatus and Tires Fund -----	2,175.03
Printing and Stationery Fund -----	17.28
Repairs to Apparatus Fund -----	2,173.26
Repairs to Buildings Fund -----	173.99
Soda and Acids Fund -----	218.10

Sec. 2. That there be and is hereby appropriated to the Department of Public Safety, for the Police Department and for the several funds

relating thereto, as indicated, the sum of Twelve Thousand eight hundred and fifty dollars (\$12,850.00).

Auto Maintenance and Repairs Fund -----	\$5,000.00
Bertillon Fund -----	100.00
Bicycle and Repairs Fund -----	100.00
Emergency Police Fund -----	700.00
Fuel and Heat Fund -----	1,000.00
Furniture and Fixture Fund -----	1,500.00
Gas and Electric Lights Fund -----	500.00
Incidental Fund -----	500.00
Motorecycle Fund -----	700.00
Printing and Stationery Fund -----	2,500.00
Repairs to Buildings Fund -----	250.00

Sec. 3. That there be and is hereby appropriated to the Department of Public Safety for Building Department Salaries, the sum of Six hundred dollars (\$600.00).

Sec. 4. Whereas an emergency exists, this ordinance shall be in full force and effect from and after its passage.

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

INTRODUCTION OF GENERAL AND SPECIAL ORDINANCES.

By Board of Public Safety:

General Ordinance No. 65, 1919.

An Ordinance to amend Section 349 of General Ordinance No. 12, passed by the Common Council of the City of Indianapolis, February 28, 1917, and approved by the Mayor March 3, 1917, entitled "An Ordinance concerning the government of the City of Indianapolis, providing penalties for its violation, and with stated exceptions, repealing all former ordinances."

Section 1. *Be it Ordained by the Common Council of the City of Indianapolis,* That Section 349 of General Ordinance No. 12, passed by the Common Council of the City of Indianapolis, February 28, 1917, and approved by the Mayor March 3, 1917, entitled, "An Ordinance concerning the government of the City of Indianapolis, providing penalties for its violation, and with stated exceptions, repealing all former ordinances," be amended to read as follows: "Sec. 349. HOLLOW VITREOUS TILE AND BRICK. (a) Hollow vitreous tile, glazed or unglazed, having no less than four bearing members to each eight inches of wall thickness, may be used in foundations, basement walls,

exterior and interior load-bearing walls for buildings of the third and fourth classes, provided any such foundation wall or basement wall shall not have over forty feet in its horizontal length without cross-wall or plaster and shall be provided with proper footing. The tile used in foundation or basement walls shall be sound and unbroken, and all corners and exposed ends of such walls must be closed with tile with vertical holes, designed for that purpose. Vitreous tile to comply with the requirements of this section shall be capable of standing a compression test of fifteen hundred pounds per square inch of superficial area and, when used in foundation or basement walls, an absorption test of not to exceed five per cent., said tests to be conducted under the direction of the Commissioner of Buildings as provided in Section 304 of this ordinance, and in accordance with the standard of the American Society for Testing Materials. (b) Hard burned hollow brick may be used for the inside course of walls for buildings when well bonded into the solid brick walls and may be included in the measurement of the thickness of such walls; PROVIDED, HOWEVER, That the strength of walls so built shall be sufficient to properly support the dead and live loads they may have to sustain."

Sec. 2. This ordinance shall take effect and be in force from and after its passage.

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

By Board of Public Works:

SWITCH CONTRACT

General Ordinance No. 66, 1919.

An Ordinance approving a certain contract granting Insley Manufacturing Company the right to lay and maintain a sidetrack or switch across Kealing Avenue south of East Pratt Street, according to blue print attached, in the City of Indianapolis, Indiana.

Whereas, heretofore, to-wit: on the-----day of-----191-- Insley Manufacturing Company filed its petition before the Board of Public Works of the City of Indianapolis, as follows:

PETITION

To the Board of Public Works, City of Indianapolis.

Gentlemen: We hereby petition for the privilege of constructing a track and switch across Kealing Avenue south of Pratt Street to pro-

vide adequate switching facilities for the manufacturing plant of your petitioner with the Belt Railroad. This is a dead end street with no possibility of traffic either present or prospective in so far as now appears.

Now, Therefore, This agreement made and entered into this----- day of-----191--, by and between Insley Manufacturing 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 across Kealing Avenue south of E. Pratt Street in the City of Indianapolis, which is more specifically described as follows: Center line of the proposed switch will intersect the east line of Kealing Avenue approximately----- feet, south of the south line of E. Pratt Street and the west line of Kealing Avenue approximately-----feet south of the south line of Pratt Street per blue-print of drawing attached hereto and marked Exhibit "A", 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: Said track shall be laid within one year of the date of the granting of this petition.

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

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

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

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

Said party of the second part by virtue of the provisions of an act of the General Assembly of the State of Indiana, entitled "An act concerning municipal corporations," approved March 6, 1905, and in consideration of the things hereinbefore set forth and upon the terms and provisions stipulated, hereby gives, grants and duly vests said party the right, privilege and authority to lay and maintain an additional sidetrack or switch across Kealing Avenue 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 25th day of July, 1919.

INSLEY MFG. CO.,

By A. H. Insley, Pres., Party of the First Part.

Witness: C. Thompson.

CITY OF INDIANAPOLIS,

By Mark H. Miller, Thomas A. Riley, 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.

Sec. 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 Mr. Furniss:

General Ordinance No. 67, 1919.

An Ordinance regulating the installation, construction, alteration, maintenance and inspection of elevators and their appurtenances and enclosures within the City of Indianapolis, and operators thereof, prescribing certain penalties and providing when the same shall take effect.

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

Section 1. Elevator Permits must be obtained.

A. No person, firm or corporation shall hereafter enter upon the installation or alteration or install or alter any passenger or freight elevator or any part of machinery, hatchway, or enclosures, or perform any work in connection therewith, until said person, firm or corporation shall have filed with the Commissioner of Buildings, plans and specifications giving all the information and description in regard to the construction and material to be used in or about said machinery, hatchway, or enclosures, and to have obtained from said Commissioner of Buildings, a permit to make such installation or alteration.

B. It shall be unlawful for any person, firm or corporation to install, rebuild, or alter, or to proceed to install, rebuild or change any such elevator or any part of the enclosure, connected therewith, before securing such necessary permit therefor. Provided, however, that whenever the cost of any such changing or repairing shall be less than twenty-five dollars no such permit shall be required.

Sec. 2. When unlawful to put into service.

It shall be unlawful for any person, firm or corporation to operate or to put into service any elevator that has been installed, rebuilt or changed until after the same shall have been inspected and approved by the Department of Buildings.

Sec. 3. Authority of Inspector.

A. Whenever any elevator or parts thereof, or appurtenances there-to are defective, or unsafe, or liable to cause injury to persons or property, said Commissioner shall condemn such elevator or parts thereof and he shall remove or cause to be removed, such elevator from service and may, at his discretion, disconnect the power supply.

B. It shall be unlawful for any person, firm or corporation to put any such defective, unsafe or condemned elevator into service, operate or permit such operation of the same until after all defects pertaining thereto shall have been remedied and said Commissioner has re-inspected and approved said elevator.

C. The Commissioner of Buildings and his assistants shall have the power and are authorized to enter any building in the City of Indianapolis, without the hindrance from any one, for the purpose of examining elevators and for the enforcement of the provisions of this code, and the engineer and operator and all persons having charge of any such elevator, shall assist such inspector or inspectors in making such examination of any portion of such elevator, hatchway, enclosures, or operating machinery connected with any such elevator.

Sec. 4. Capacity Plates.

A metal plate stating the number of pounds lifting capacity for which said elevator is installed shall be furnished by the elevator builder and maintained at all times in a conspicuous position on the car or cage of each passenger or freight elevator.

Sec. 5. Elevator Lighting.

A. No elevator shall be operated unless there shall be at all times of such operation in the entire area of such car and at all floor landings at and on the floor thereof for a distance of six (6) feet from

such car, light to the equivalent of two (2) candle power, per square foot.

B. If at any time such places are not so supplied by natural light then such places shall maintain artificial light.

Sec. 6. Qualification of Elevator Operators.

No inexperienced person or persons under eighteen (18) years of age, shall operate any elevator, and any person who shall not have had ten (10) days' experience in the operation of any such elevator shall operate any such elevator within the City of Indianapolis, unless such person shall have had two (2) days' experience under the instructions of some person experienced more than ten (10) days in the operation of such elevator to be operated by such person.

Sec. 7. Support Beams and Bevel Guards.

A. All beams for the support of overhead machinery of power driven elevators hereafter installed shall consist of iron or steel and these beams shall rest on supports of steel, concrete, masonry, or wood of sufficient strength to sustain the required load. The factor of safety of all supports must be at least six (6). If vertical wood supports are used there shall be not less than eight (8) inches by eight (8) inches in size. All vertical supports shall rest on foundations of concrete, or masonry.

B. When projections into elevator shafts are necessary, such as floors, beams, sills or bolts, (unless guarded against by the car enclosure), shall be provided with smooth beveled guards fitted directly under such projections so as to push any projecting portion of the body back into the car instead of crushing it. These beveled guards shall be set at an angle of not less than 60 degrees with the floor level. On new installations these guards shall be made of smooth metal not less than one-sixteenth inch in thickness, or of smooth concrete in fireproof buildings.

Sec. 8. Overhead Room.

A. All elevators shall hereafter be installed in such a manner that when the floor of the car is level with the top floor of the building, the guides and guide posts shall extend at least three (3) feet above the highest point of frame work of the car or platform and there shall at such time be free headroom above said highest point of frame work of the car or platform at least to the level of the top of such guides and guide posts, provided that there shall be four (4) feet of overhead clearance for elevators having a car speed of 150 feet per minute,

to 300 feet per minute and five (5) feet of overhead clearance where the car speed exceeds 300 feet per minute.

The overhead clearance for counter weights, when the car floor is level with the bottom landing, shall be not less than the above mentioned clearance for cars at the various speeds. The pit and overhead clearance shall be equal in area to that of the shaftway.

Sec. 9. Depth of Pit.

A. All elevator hatchways shall be constructed with a pit at least three (3) feet in depth and the full size of the hatchway from the level of the lowest landing of such hatchway. Provided, however, that for hand power elevators the pit shall be twelve (12) inches in depth and for elevators whose car speed exceeds 150 feet per minute, the depth of such pit shall be not less than four (4) feet.

B. Elevator or other machinery shall not be located in the pit, except only sheaves necessary for the operation of the elevator. Elevator hatchways shall not be used as a passageway.

C. Car bumpers shall be installed for all elevators with a speed of more than 50 feet per minute in the pit so as to leave a clearance space not less than twelve (12) inches between the floor of the pit and the under side of the slings when the bumper springs are compressed. Said bumpers shall be of spring or oil type.

Sec. 10. Passenger Elevators.

All elevators not designed for freight service exclusively, shall be classed as passenger elevators, and shall be subject to all the provisions of this ordinance, relative to passenger elevators.

Sec. 11. Passenger Elevator Doors.

A. The doors of all passenger elevator hatchway enclosures shall be made to slide horizontally and shall be provided with a lock or locking device by which the door can only be opened by the operator in the car, or by a key from the outside, except on automatic push button controlled type elevators and shall be equipped with an inter-locking device which will render the car inoperative while any door is open.

B. It shall be unlawful for any firm, person or corporation to operate or permit the operation of any such elevator without said inter-locking device except while making repairs.

C. All such elevators constructed and in operation at the time of the passage of this ordinance shall be governed by all the provisions of this section on and after the first day of August, 1920.

Sec. 12. Passenger Elevator Car Enclosures.

A. Each passenger car shall be fully enclosed on all sides except on the entrance sides. Such enclosure shall be constructed of solid metal panels up to a height of not less than five (5) feet six (6) inches. The enclosure of the car above the panels may be made of wire or grill work with open spaces not more than $1\frac{1}{2}$ inches in width, or solid. The roof of the car shall be constructed of solid metal and a portion of such roof shall be so constructed that it can readily be opened by a person on the inside of the car, or one side panel of the enclosure shall be on hinges so that it may be opened from the inside by a key.

B. Where cars have more than one entrance, the entrance other than the one nearest the operating device shall be equipped with a gate or door, entirely filling the opening, which shall be equipped with an electric door switch so connected to the operating circuit as to make the car inoperative unless the gate or door is closed.

Sec. 13. Freight Elevator Platform and Guides.

A. Freight elevator platforms over sixteen (16) feet in length and with a capacity of 5,000 pounds or more, shall either have a double set of guide posts or be of what is termed three-point suspension, having one set of guide posts and two independent counter weight slings—one near either end of platform; all car weight cables to be attached to one common car counter weight. All freight elevator platforms shall be enclosed on all sides except the sides used for loading or unloading to a height of not less than six (6) feet six (6) inches, or to the cross head if it be less than six (6) feet six (6) inches. Said enclosures shall be of wood or metal or heavy screen wire of not less than No. 10, U. S. Standard Gage, the mesh of which shall not be larger than $1\frac{1}{2}$ inch.

B. All freight elevator platforms shall be equipped with a covering over the top either solid or made of wire screen not less than No. 10 wire and with a mesh of not over $1\frac{1}{2}$ inch, except where solid doors are used or where the bottom cross slat of the gate comes within two (2) inches of the floor. The parts of such covering which face the openings to the shaft, shall be constructed with a section not less than eighteen (18) inches in depth and extending the width of the opening of the platform, such section shall be so hinged as to raise when meeting an obstruction as the car descends.

Sec. 14. Freight Elevator Enclosure Doors and Gates.

A. All freight elevator hatchway openings shall be provided with semi-automatic or self-closing gates or doors, except where equipped

with inter-locking devices. Said gates to be not less than five (5) feet six (6) inches in height except where the height between floors does not permit a gate five (5) feet six (6) inches in height, a gate three (3) feet six (6) inches in height may be used, provided the gate be placed not less than 12 inches from the platform of the car and except the top landing where the gate may be placed at a less distance from the platform of the car. The openings between the slats or bars of such gates shall be not more than two (2) inches in width, except of that on the side where the operating cable is operated, an opening may be made sufficiently large to allow for the operation of the cable. The bottom cross slat of the gate shall come to within two (2) inches of the floor when the gate is down or to within six (6) inches to the floor when the platform is equipped with a covering as herein provided for, except for basement gates where it must be as low as possible to obtain the desired head room under the gate when raised. Full automatic gates shall be used at top and bottom landings only.

B. Wherever solid metal doors of the cross section type (i. e. half of door sliding upward and the other half downward) electric inter-locking switches shall be attached to the same, making the car inoperative if any door is opened or left open. Doors of this type shall be provided with mechanical locks on the shaftway side to prevent their being opened from the outside except by key.

Sec. 15. Automatic Slack Cable Stops.

Every drum type elevator shall be provided with an approved slack cable stop device so arranged and installed that whenever the lifting cables become loosened or slack from any cause, the power will be automatically cut off and the brake set; and whenever such elevator is electrically operated or controlled it shall be so arranged that under like conditions it will completely disconnect the power from the machine.

Sec. 16. Terminal Stops.

All power driven elevators except machines of the traction type shall be provided with automatic terminal stops on the machine, and all electric power driven elevators except single belt traction drive elevators, shall be provided with hatchway limit switches. In addition to the above terminal stops, all so-called hand rope controlled elevators shall have approved bottom stops securely fastened to the operating cable and arranged in such a manner that when said bottom stops come into contact with the car or platform at the terminals, said cable will operate so as to automatically shut off the power from the elevator. All power driven hand rope operated elevators shall be provided with an approved locking device on the car, which will prevent the operation of said car by persons on floors other than the one at which the car is stationed. Hand

rope operating devices shall not be used on passenger elevators or freight elevators whose speed exceeds 100 feet per minute. The use of sprocket chain connection between the operating shaft and the controller shall not be permitted.

Sec. 17. Cables and Counter Weights.

A. All cables used for hoisting or counter weight cables shall be wire cables with hemp centers. All cable hoists power driven passenger or freight elevators shall have at least two hoisting cables, and shall not have less than two cables on each set of counter weights. All hand power elevators shall have at least two lifting cables.

B. All cables shall be independently fastened at their terminals.

C. All counter weights shall be securely fastened together with at least two tie rods of sufficient size passing through each separate piece of casting and provided with lock nuts and cotter pins at each end.

D. If two sets of counter weights are used traveling in the same set of guides, those attached to the car shall be suspended above the machine or drum counter weights.

E. The maximum safe working load for all hoisting and counter weight cables shall be not more than one-fifth of the breaking load.

F. All hoisting or counter weight cables on elevators of the drum type shall have at least one and one-half turns of the cable on the drum when the car or counter weight has reached the limit of travel.

G. Cables are hereby declared to be unsafe and shall be condemned when through broken wires, wear, rust, undue strain or other conditions indicating deterioration, the strength of any such cable has deteriorated 25 per cent.

Sec. 18. Electric Brakes.

All electric elevator machines of the direct connected type shall be equipped with an electric brake. All electric brakes shall be applied by breaking the current.

Sec. 19. Safety Devices for Car or Platform.

Every elevator car or cable hoisted platform that runs on guides except direct lift plunger elevators and elevators of the sidewalk type, shall be provided with an approved safety device firmly secured under the car or platform. On all power driven elevators of less than twenty (20) feet travel and hand power elevators, a safety device may be provided with a spring or weight attachment that will operate whenever the cables break or become slack. Every electrically operated passenger

elevator car shall be equipped with an emergency switch in the car which will completely disconnect the power from the machine.

Sec. 20. Speed Governors.

A. Every cable hoisted elevator whose length of travel exceeds 20 feet shall be provided with an automatic down-speed governor; and on every elevator designed to obtain a speed greater than 400 per minute, the speed governor shall be designed to operate in case of excessive car speed, either on the up or down travel of such elevator.

B. For elevators having a car speed of 100 feet or less per minute, the minimum speed at which the governor shall act shall be 150 feet per minute. For elevators having a car speed over 100 feet per minute and up to and including 250 feet per minute, the governor shall be set to operate when the speed of the car exceeds by 50 per cent. the regular speed. Such speed governors and safety devices shall be put to a practical running test with full load on platform. On every new installation a report of such test shall be made by the owner of the elevator to the Building Commissioner.

C. Governor cables used on all elevators the travel of which exceeds 75 feet and the speed of which exceeds 150 feet per minute, must be of steel or iron wire.

Sec. 21. Sheaves and Drums.

A. All tight sheaves and drums shall be keyed on the shaft.

B. The following shall be the schedule of cables with minimum size of sheaves and drums for elevators other than dumb waiters:

- 3/8 inch cable shall have a 20 in. minimum diameter sheave or drum.
- 7/16 inch cable shall have a 20 in. minimum diameter sheave or drum.
- 1/2 inch cable shall have a 20 in. minimum diameter sheave or drum.
- 9/16 inch cable shall have a 22 in. minimum diameter sheave or drum.
- 5/8 inch cable shall have a 24 in. minimum diameter sheave or drum.
- 3/4 inch cable shall have a 30 in. minimum diameter sheave or drum.
- 7/8 inch cable shall have a 36 in. minimum diameter sheave or drum.
- 1 inch cable shall have a 40 in. minimum diameter sheave or drum.

Sec. 22. Side Walk Elevators.

A. All side walk elevator hatchways shall be covered with solid steel hinged doors and frames with a rough face or surface and be so constructed and placed so that no part of the door, frame or hinges shall project above the level of the side walk.

B. Whenever such hatchway is open it shall be guarded on all sides for a distance upward from such side walk of 3½ feet or more by the

use of chains, bars or solid slabs which shall completely enclose on all sides such space above such hatchway. In case such guard or any side thereof shall not be solid then such chains or bars shall be arranged so as to be parallel with the side walk and two or more such chains or bars shall be arranged on every such side, each to be parallel with each other and not more than one and three-quarter feet apart or from the side walk. All such guards shall, when such hatchway is open, be firmly attached to such side walk and shall cover no more space than six (6) inches from any side of such opening and only be permitted on the side walk when such hatchway is open.

C. All power side walk elevators shall be equipped with a device to prevent the operation of such elevator until the doors are open. No side walk elevator shall be operated until the doors above same have been opened and the opening guarded by the bars herein required.

Sec. 23. One Compartment Only.

No elevator shall have more than one compartment. This applies to new and present installations.

Sec. 24. Automatic Push Button Control Elevator Cars.

All automatic push button control elevator cars shall be provided with a sliding door at the entrance of such car which shall be equipped with an electric inter-locking switch which will prevent the car from moving until said door is closed.

Sec. 25. Signal System.

Every elevator except automatic push button type and hand power elevators of less than three floors travel, shall be equipped with a signal system of electric or mechanical type, so arranged that it can be operated at each floor served by the elevator.

Sec. 26. Overhead Protection.

A. Each elevator shall be provided with a platform immediately under the machinery and sheaves, if any, at the top of the shaftway. Such platform shall be designed to carry a safe load of 50 pounds per square foot.

B. The platform shall fill the shaftway if the latter has a cross-sectional area of 50 square feet or less, otherwise the platform shall extend two feet outside of all sheaves and machinery which should be reached for oiling and inspection.

C. If the platform does not fill the entire shaftway, the edge of the same shall be protected with a toeboard, at least 6 inches high and railings 3 feet high.

D. If said platform is made of metal grating, grill work or other open construction, the openings in the same shall not exceed one inch, except necessary openings for cables.

Sec. 27. Notification of Injury and Accident.

In every case where any injury occurs to any person upon or about, and by reason of the operation or condition of any such elevator or appurtenances thereto, and in every case, of any accident affecting in any manner, the strength or efficiency of any elevator, it shall be the duty of the owner, lessee, occupant or person in control and possession of the premises and elevator wherein any such elevator is located, to notify the Department of Buildings immediately.

Sec. 28. Any person, firm or corporation, violating any of the provisions of this ordinance shall be fined not more than two hundred (\$200.00)-----dollars, to which may be added imprisonment not exceeding 180 days.

Sec. 29. This ordinance shall be in full force and effect from and after its passage and publication as required by law.

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

By Mr. Schmidt:

General Ordinance No. 68, 1919.

An Ordinance amending paragraph 35 of General Ordinance No. 74, 1916, pertaining to fixing license fees to be charged for vehicles used on the streets for carrying on certain business.

Be it Ordained by the Common Council of Indianapolis:

Section 1. That Paragraph 35 of General Ordinance No. 74, 1916, pertaining to fixing license fees to be charged for vehicles used on the streets for carrying on certain business, be and the same is hereby amended to read as follows:

Each motor truck with a carrying capacity not to exceed 3000 pounds, \$3.00; and each motor truck with a carrying capacity of more than 3000 pounds, \$5.00.

Which was read a first time and referred to the Committee on City's Welfare.

INTRODUCTION OF MISCELLANEOUS BUSINESS.

From the Board of Public Safety:

July 29, 1919.

William B. Peake, President City Council.
1606 E. Washington St., City.

Dear Sir: Please find enclosed letters received from Mr. Francis F. Hamilton and C. A. Patterson, in reference to traffic.

I am forwarding these to you for the Council's consideration.

Yours very truly,

GEO. W. WILLIAMS,
Clerk Board of Public Safety.

Mr. Pettijohn moved that the letters referred to be laid on the table.

The Clerk called the roll and the motion to lay on the table failed to carry by the following vote:

Ayes, 3, viz.: Messrs. Brown, Carnefix and Willson.

Noes, 5, viz.: Messrs. Kirsch, Miller, Pettijohn, Schmidt and President Wm. B. Peake.

At 8:50 o'clock Mr. Furniss entered the Council Chamber and took his seat.

Mr. Carnefix moved that the letters be read. The Clerk called the roll and the motion to read the letters failed to carry by the following vote:

Ayes, 3, viz.: Messrs. Brown, Carnefix and President Wm. B. Peake.

Noes, 6, viz.: Messrs. Furniss, Kirsch, Miller, Pettijohn, Schmidt and Willson.

ORDINANCES ON SECOND READING.

Mr. Carnefix called for Appropriation Ordinance No. 21, 1919, for second reading. It was read a second time.

Mr. Carnefix moved that Appropriation Ordinance No. 21, 1919, be ordered engrossed, read a third time and placed upon its passage. Carried.

Appropriation Ordinance No. 21, 1919, was read a third time and passed by the following vote:

Ayes, 8, viz.: Messrs. Brown, Carnefix, Furniss, Kirsch, Miller, Schmidt, Willson and President Wm. B. Peake.

Noes, 1, viz.: Mr. Pettijohn.

Mr. Carnefix called for Appropriation Ordinance No. 22, 1919, for second reading. It was read a second time.

Mr. Carnefix moved that Appropriation Ordinance No. 22, 1919, be ordered engrossed, read a third time, and placed upon its passage. Carried.

Appropriation Ordinance No. 22, 1919, was read a third time and passed by the following vote:

Ayes, 9, viz.: Messrs. Brown, Carnefix, Furniss, Kirsch, Miller, Pettijohn, Schmidt, Willson and President Wm. B. Peake.

Mr. Carnefix called for Appropriation Ordinance No. 23, 1919, for second reading. It was read a second time.

Mr. Carnefix moved that Appropriation Ordinance No. 23, 1919, be ordered engrossed, read a third time and placed upon its passage. Carried.

Appropriation Ordinance No. 23, 1919, was read a third time and passed by the following vote:

Ayes, 9, viz.: Messrs. Brown, Carnefix, Furniss, Kirsch, Miller, Pettijohn, Schmidt, Willson and President Wm. B. Peake.

Mr. Carnefix called for Appropriation Ordinance No. 24, 1919, for second reading. It was read a second time.

Mr. Carnefix moved that Appropriation Ordinance No. 24, 1919, be ordered engrossed, read a third time and placed upon its passage. Carried.

Appropriation Ordinance No. 24, 1919, was read a third time and passed by the following vote:

Ayes, 9, viz.: Messrs. Brown, Carnefix, Furniss, Kirsch, Miller, Pettijohn, Schmidt, Willson and President Wm. B. Peake.

Mr. Carnefix called for Appropriation Ordinance No. 25, 1919, for second reading. It was read a second time.

Mr. Carnefix moved that Appropriation Ordinance No. 25, 1919, be ordered engrossed, read a third time and placed upon its passage. Carried.

Appropriation Ordinance No. 25, 1919, was read a third time and passed by the following vote:

Ayes, 9, viz.: Messrs. Brown, Carnefix, Furniss, Kirsch, Miller, Pettijohn, Schmidt, Willson and President Wm. B. Peake.

Mr. Carnefix called for General Ordinance No. 23, 1919, for second reading. It was read a second time.

Mr. Carnefix moved that General Ordinance No. 23, 1919, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 23, 1919, was read a third time and passed by the following vote:

Ayes, 8, viz.: Messrs. Brown, Carnefix, Furniss, Kirsch, Miller, Pettijohn, Willson and President Wm. B. Peake.

Noes, 1, viz.: Mr. Schmidt.

Mr. Carnefix called for General Ordinance No. 24, 1919, for second reading. It was read a second time.

Mr. Carnefix moved that General Ordinance No. 24, 1919, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 24, 1919, was read a third time and passed by the following vote:

Ayes, 8, viz.: Messrs. Brown, Carnefix, Furniss, Kirsch, Miller, Pettijohn, Willson and President Wm. B. Peake.

Noes, 1, viz.: Mr. Schmidt.

Mr. Carnefix called for General Ordinance No. 44, 1919, for second reading. It was read a second time.

Mr. Willson moved that General Ordinance No. 44, 1919, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 44, 1919, was read a third time and passed by the following vote:

Ayes, 9, viz.: Messrs. Brown, Carnefix, Furniss, Kirsch, Miller, Pettijohn, Schmidt, Willson and President Wm. B. Peake.

Mr. Carnefix called for General Ordinance No. 45, 1919, for second reading. It was read a second time.

Mr. Carnefix moved that General Ordinance No. 45, 1919, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 45, 1919, was read a third time and passed by the following vote:

Ayes, 9, viz.: Messrs. Brown, Carnefix, Furniss, Kirsch, Miller, Pettijohn, Schmidt, Willson and President Wm. B. Peake.

Mr. Carnefix called for General Ordinance No. 46, 1919, for second reading. It was read a second time.

Mr. Carnefix moved that General Ordinance No. 46, 1919, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 46, 1919, was read a third time and passed by the following vote:

Ayes, 9, viz.: Messrs. Brown, Carnefix, Furniss, Kirsch, Miller, Pettijohn, Schmidt, Willson and President Wm. B. Peake.

Mr. Carnefix moved that General Ordinance No. 53, 1919, be stricken from the files.

The roll was called and General Ordinance No. 53, 1919, was stricken from the files by the following vote:

Ayes, 8, viz.: Messrs. Brown, Carnefix, Furniss, Kirsch, Miller, Pettijohn, Schmidt and Willson.

Noes, 1, viz.: President Wm. B. Peake.

Mr. Carnefix moved that General Ordinance No. 54, 1919, be stricken from the files.

The roll was called and General Ordinance No. 54, 1919, was stricken from the files by the following vote:

Ayes, 8, viz.: Messrs. Brown, Carnefix, Furniss, Kirsch, Miller, Pettijohn, Schmidt and Willson.

Noes, 1, viz.: President Wm. B. Peake.

Mr. Kirsch called for General Ordinance No. 42, 1919, for second reading. It was read a second time.

Mr. Kirsch moved that General Ordinance No. 42, 1919, be stricken from the files.

The roll was called and General Ordinance No. 42, 1919, was stricken from the files by the following vote:

Ayes, 5, viz.: Messrs. Carnefix, Kirsch, Pettijohn, Schmidt and President Wm. B. Peake.

Noes, 4, viz.: Messrs. Brown, Furniss, Miller and Willson.

Mr. Kirsch called for General Ordinance No. 43, 1919, for second reading. It was read a second time.

Mr. Kirsch moved that General Ordinance No. 43, 1919, be stricken from the files.

The roll was called and General Ordinance No. 43, 1919, was stricken from the files by the following vote:

Ayes, 9, viz.: Messrs. Brown, Carnefix, Furniss, Kirsch, Miller, Pettijohn, Schmidt, Willson and President Wm. B. Peake.

By Mr. Willson:

August 4, 1919.

Mr. President: I move that General Ordinance No. 37, 1919, be amended to read as follows:

General Ordinance No. 37, 1919.

An Ordinance, regulating vehicle traffic, providing for the rate of speed of street cars, establishing certain rules and regulations for vehicles, street cars and the operators thereof, and pedestrians, providing certain penalties 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. The term "Congested District" within the meaning of this ordinance, shall constitute all that part of the City of Indianapolis included within the north line of New York Street on the north, the west line of Capitol Avenue on the west, the south line of Georgia Street on the south, and the east line of Alabama Street on the east, except that part therein bounded by the east line of Delaware Street on the west, the south line of Maryland Street on the north, the east line of Alabama Street on the east, and the south line of Georgia Street on the south.

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

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The term "parking" within the meaning of this ordinance shall be deemed to mean the placing, allowing, permitting or stopping of any vehicle within any street or public place for any purpose other than the loading or unloading of passengers, freight, goods, wares or merchandise, providing such loading or unloading of passengers shall not exceed five (5) minutes and such loading or unloading of freight, goods, wares or merchandise shall not exceed one and one-half (1½) hours.

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

The term "horse" within the meaning of this ordinance shall include all domestic animals.

The term "driver" within the meaning of this ordinance shall be deemed to mean any person driving, riding or operating any such vehicle.

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

The term "slow moving vehicle" within the meaning of this ordinance shall be deemed to mean any vehicle traveling at a rate of speed not greater than eight (8) miles per hour.

Sec. 2. Rules of the Road:

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

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

(c) A vehicle overtaking another shall pass on the left side of the overtaken vehicle, and not pull over to the right until entirely clear of such overtaken vehicle.

(d) A vehicle turning into another street to the left, shall circle around the center of the street intersection.

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

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

(g) No vehicle shall stand backed to the curb except when loading or unloading goods, wares or merchandise, or other material, and if said vehicle is horse drawn and has four wheels, the horse or horses must stand parallel with the curb and face in the direction of traffic.

(h) Any vehicle waiting at the curb and not loading or unloading, shall promptly give place to a vehicle to load or unload goods, wares, merchandise or other material.

(i) No vehicle, unless in an emergency, or to allow another vehicle or pedestrian to cross its path, shall stop at any street or highway except near the right hand curb thereof, and so as not to obstruct a crossing.

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

(k) No vehicle shall occupy any part of alley or street in such manner as to interfere with or interrupt the passage of other vehicles except when it is being loaded or unloaded at the curb, and then only for such time as may be reasonably necessary for such loading and unloading.

(l) All vehicles and street and interurban cars stopping at crossings shall stop back of a point parallel with the property line of the intersecting street to its right.

Sec. 3. Drivers' Signals:

The driver of any vehicle about to stop or turn from one street to another, shall not stop or turn unless before so stopping or turning, he shall have given a signal with the arm or some device, showing the direction in which he intends to turn such vehicle, or that he intends to stop, such signal to be given in such a manner that such arm or some device is visible to the rear of such driver's automobile a distance of one hundred (100) feet; in case of a left turn, such driver shall give such signal by holding the arm or device out of such vehicle in a stationary, horizontal manner; in case such driver of such vehicle intends turning to the right or stop, he shall give such a signal by a forward movement of such arm or device.

Sec. 4. Right of Way:

(a) Fire Department, police and salvage corps apparatus, ambulances, United States Mail vehicles, and street railway emergency repair vehicles shall have the right of way over all traffic in any street or

other public place, and through any procession, provided, however, that the fire and police department apparatus shall have the right of way over every kind of traffic, whatsoever; and provided further, that the fire apparatus shall have right of way over police apparatus.

(b) Traffic on north and south streets shall have the right of way over traffic on all east and west streets, except on Washington Street, and all boulevards as established by the Common Council and the department of Park Commissioners of such city. Traffic on Massachusetts, Indiana, Kentucky and Virginia Avenues shall have the right of way over all traffic on other streets.

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

(d) At street intersections where Silent Policemen are placed, such vehicles entering such intersections shall not cross the center of such intersecting street, if at such time, another vehicle is approaching from its right and about to cross its path, and is at a point within three (3) feet of such intersection. Such vehicle at the right shall have the right of way over such other vehicle.

(e) The driver of any vehicle on the approach of any fire or police apparatus shall immediately drive said vehicle to the curb at the right hand of the driver and stop such vehicles until such apparatus is passed. Street cars, upon the approach of such fire or police apparatus shall be stopped immediately, if between street intersections. The driver of any vehicle shall not enter any street intersection, if any fire or police apparatus is approaching such street intersection, within a distance of three hundred (300) feet.

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

(a) In the Congested District no vehicle shall be parked for a continuous period of more than one and one-half ($1\frac{1}{2}$) hours, between the hours of 8:00 A. M. and 6:30 P. M.

(b) On the Circle no vehicle shall be parked longer than a continuous period of two (2) hours, between the hours of 9:30 A. M. and 6:30 P. M.

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

(d) On Washington Street from Southeastern Avenue to White River, vehicles shall be parked at an angle of forty-five degrees.

(e) On the east side of Senate Avenue and the south side of Ohio Street bounding the State House, vehicles shall be parked at an angle of forty-five (45) degrees.

(f) On Washington, Market, Delaware and Alabama Streets, where in the same bounds the Marion County Court House, except during such hours when the East Market of the City of Indianapolis shall be open, vehicles may be parked for an unlimited amount of time; all such vehicles on Market Street between Delaware and Alabama Streets, shall be parked at an angle of forty-five (45) degrees.

(g) During such hours as the East Market of the City of Indianapolis shall be open, vehicles shall be parked at right angles with the curbing in such a manner that both front wheels of such vehicle, if any, will touch such curbing as follows:

Both sides of Market Street, from Delaware Street to Alabama Street.

The north side of Washington Street from Delaware Street to Alabama Street.

The east side of Delaware Street, from Washington to Wabash Street.

The west side of Alabama Street, from Washington to Wabash Street.

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

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

(j) No vehicle shall be parked, nor permitted to stop within fifteen (15) feet of any fire hydrant.

(k) Between the hours of 6:30 and 8:00 A. M. there shall be no limitations as to the duration of time in which a vehicle shall be parked.

(l) All vehicles within such city outside the Congested District shall be parked flat against the right hand curb within six (6) inches thereof unless otherwise herein provided.

(m) Except as otherwise provided herein, all vehicles within the Congested District shall be parked at the curbing at an angle of thirty (30) degrees.

(n) Where thirty (30) and forty-five (45) degree parking is provided for herein, vehicles shall be parked so that the front right hand wheel shall touch the curbing.

(o) The Board of Public Safety may by distinctive lines or other

sign, mark of such parking spaces so that each such parking space shall be visible and easily seen.

(p) On Market Street from Pennsylvania Street to Delaware Street, in the center part thereof, vehicles may be parked, but such parking shall be at an angle of forty-five (45) degrees. On Kentucky Avenue from Washington Street to Maryland Street, vehicles may be parked in the center thereof, but such vehicles shall be parked at an angle of forty-five (45) degrees.

Sec. 6. Safety Zones:

(a) For the purpose of protecting the life and limb of pedestrians and passengers alighting from, or boarding street cars, at each corner in the Congested District, the Board of Public Safety of the City of Indianapolis, may establish safety zones, which shall be marked off and indicated by painted lines, standards, discs, or loading platforms, and it shall be unlawful for the driver of any vehicle to drive over, or into any such safety zone, or any such painted line, standard, disc, or loading platform, at any time.

(b) No vehicle shall remain stationary in that part of the street parallel to any such safety zone or within forty (40) feet thereof on such streets where angle parking is lawful and twenty (20) feet from the end thereof on all other streets, except upon signal of the traffic officer directing the traffic at such place.

Sec. 7. Right Hand Turns:

Street cars and all other vehicles desiring to turn to the right at crossings, must follow the directions as indicated by the traffic officer at such crossing, which traffic officer may give such directions by the use of the semaphore, voice or signal.

Sec. 8. Left Hand Turns:

(a) No vehicle shall be turned to its left for the purpose of turning around in any street or for turning into another street at any of the following corners within such city, during the hours any traffic policeman is on duty at any such corners:

Washington and Illinois Streets.

Washington and Pennsylvania Streets.

Ohio and Pennsylvania Streets.

Ohio and Illinois Streets.

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

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

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

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

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

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

Sec. 10. One Way Streets:

(a) In the Congested District, in Wabash, Court, Pearl, Muskegon and Chesapeake Streets, all vehicles shall move in one direction only, entering from the north and proceeding to the south or entering from the east and proceeding toward the west.

(b) In all north and south alleys in the Congested District vehicles shall enter from the north and proceed to the south. In all east and west alleys in the Congested District, vehicles shall enter from the east and proceed toward the west.

Sec. 11. Loading and Unloading Passengers:

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

Sec. 12. Officers' Signals:

Traffic officers stationed at street intersections within the Congested District shall direct the movement of all vehicles within such street intersection by the use of a semaphore or other signal. In case such signal consists of a whistle, such officer shall give one (1) blast of the whistle, which shall indicate that traffic shall move north and south; two (2) blasts of such whistle shall indicate that traffic shall move east and west. At any intersection where Massachusetts, Indiana, Kentucky or Virginia Avenues intersects, such traffic shall move, in case of such signal, by three (3) blasts of the whistle, unless otherwise herein provided. A series of short blasts of such whistle shall indicate danger. Traffic shall move only in one direction and when indicated by such signals or by signal displayed as a semaphore and operated by traffic or

other police officer, indicating the direction in which traffic is to move. This provision shall govern the movement of all vehicles and all street

Sec. 13. Drivers and Pedestrians' Signals:

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

Sec. 14. Pedestrians:

All pedestrians crossing streets at street intersections in the Congested District shall cross at right angles and shall not cross diagonally at such intersections. Such pedestrians shall cross only on the signal of the traffic officer, if one is stationed at such crossing, and shall move only in the same direction as the traffic.

Sec. 15. Taxicab Stands:

(a) No taxicab shall park at any place within the Congested District, except in the following two places:

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

2. For continuous space one hundred and fifty (150) feet at the east end of Market Street, between Pennsylvania Street and Delaware Street, in the center thereof.

(b) On the north side of Jackson Place between Illinois Street and McCrea Street, no vehicle shall be parked at any time, except taxicabs; provided, however, that all such taxicabs shall be parked at a right angle with the curbing of such street, with the rear of such machine parked flat against such curbing, and provided further, that no such taxicab shall be parked within fifty (50) feet of the east curb line of Illinois Street or the east curb line of McCrea Street.

Sec. 16. Traffic in Vicinity of Union Station:

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

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

Sec. 17. Commercial Delivery Vehicles:

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

(b) No commercial delivery vehicle shall be operated within the Congested District on Washington, Market, Ohio, Pennsylvania, Meridian or Illinois Streets, except to haul loads over said streets, to be delivered within such Congested District, or to haul any load from a point within such Congested District to some other point inside or outside of such Congested District, provided, however, that in any such case such vehicle shall be driven over the shortest route within such Congested District.

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

(b) No vehicle shall be operated in or upon any such street or other public place, if either such vehicle or its load or the contents thereof make a loud or unusual noise.

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

Sec. 19. All horse-drawn vehicles shall maintain a lighted light on the front, rear or each side thereof, casting a ray of light visible for a distance of two hundred (200) feet, while such vehicle is in or upon any street, alley or other public place in such city during the period of one-half hour after sunset and one-half hour before sunrise.

Sec. 20. Towing Vehicles:

No vehicle shall tow another vehicle in or upon any street or public place, unless such vehicles are operated at a distance of less than eighteen (18) feet apart. If such vehicle being towed at any time between one-half hour after sunset and one-half hour before sunrise, such vehicle being towed shall maintain lights on both sides and the rear thereof, visible in the rear, and on both sides, for a distance of at least two hundred (200) feet.

Sec. 21. Trailers :

(a) Not more than one (1) vehicle with or without motive power, commonly called a trailer, or used as a trailer, may be attached to another vehicle having motive power.

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

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

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

Sec. 22. Age of Driver :

No one under sixteen (16) years of age shall be permitted to drive any motor vehicle, and no one under fourteen (14) years of age shall be permitted to drive any horse-drawn vehicle.

Sec. 23. Owner Permitting Child to Drive :

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

Sec. 24. Hanging on Vehicle :

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

Sec. 25. Smoke and Vapor :

No vehicle shall be operated in or upon any street, alley, or other public place within such city when the same emits smoke or offensive vapors.

Sec. 26. There is hereby created and established a zone of quiet in all territory embraced in a distance of two hundred fifty (250) feet from the premises of every hospital in such city. The Board of Public Safety may place at some conspicuous place in said street, within such radius of two hundred fifty (250) feet, a sign or placard containing the following words, "Zone of Quiet." No person or vehicle shall make any loud or unusual noise, sound or music within or upon any of the

streets, alleys or public places within any such Quiet Zone, and making the same is hereby declared to be a nuisance.

Sec. 27. Street Car Regulations:

(a) Street cars shall have the right of way over all other traffic except as herein otherwise provided, between cross streets. In case any vehicle or person shall be in or upon any track over which an approaching street car is traveling, the operator of such street car shall signal the driver of such vehicle, or such pedestrian, to get out of such track by gong, and upon such signal, it shall be the duty, as soon as practicable, for such driver of such vehicle or such pedestrian, to turn out of such track.

(b) The operator of every street car, when the same is exceeding the rate of speed of eight (8) miles per hour, shall not operate the same except at a distance of more than two hundred (200) feet from any other street car on the same track, and when such street car is being operated at a speed not exceeding eight (8) miles per hour, or when such street car is stopped during blockades or otherwise, a clear space of not less than ten (10) feet shall be kept between such street car and any other street car on the same track, provided, however, that this provision shall not apply in case two or more street cars or trailers are attached together, or about to be attached together for the purpose of the same being operated while connected with each other.

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

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

Sec. 28. It is hereby made the duty of every person, firm or corporation, operating any vehicle within such city, or causing or permitting the use or operation of any such vehicle, to comply with all the provisions of this ordinance.

Any person, firm or corporation violating any of the provisions of this ordinance shall, upon conviction, be fined in any sum not exceeding three hundred dollars (\$300.00) to which may be added imprisonment, not exceeding one hundred and eighty (180) days.

Sec. 29. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Sec. 30. This ordinance shall be in full force and effect from and after its passage and publication as required by law.

Which motion carried.

Mr. Willson moved that General Ordinance No. 37, 1919, be ordered engrossed as amended, read a third time and placed upon its passage. Carried.

General Ordinance No. 37, 1919, was read a third time and passed by the following vote:

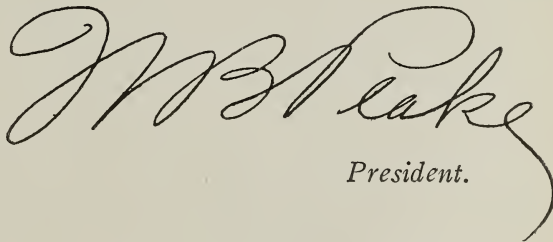
Ayes, 9, viz.: Messrs. Brown, Carnefix, Furniss, Kirsch, Miller, Pettijohn, Schmidt, Willson and President Wm. B. Peake.

By unanimous consent, the Council referred back to Miscellaneous Business.

On motion of Mr. Carnefix, the President instructed the Clerk to communicate with the Chief of Police in regard to having General Ordinance No. 8, 1918, enforced.

On motion of Mr. Schmidt, the President instructed the Clerk to communicate with the Chief of Police in regard to enforcing the law requiring all obstructions to be removed from sidewalks.

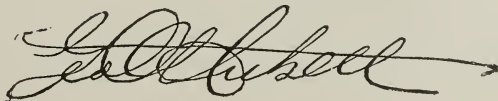
On motion of Mr. Furniss the Common Council at 10:06 o'clock p. m. adjourned.



Wm. B. Peake

President.

Attest:



City Clerk.