

REGULAR MEETING.

COUNCIL CHAMBER, CITY OF INDIANAPOLIS, IND.

Monday, April 5, 1920.

The Common Council of the City of Indianapolis met in the Council Chamber, Monday evening, April 5, 1920, at 7:30 o'clock in regular session, President G. G. Schmidt in the chair.

Present: The Hon. G. G. Schmidt, President of the Common Council, and eight (8) members, viz.: Messrs. Brown, Carnefix, Furniss, Kirsch, Miller, Peake, Pettijohn and Willson.

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

COMMUNICATIONS FROM THE MAYOR.

March 20th, 1920.

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

Gentlemen—I have this day signed and delivered to George O. Hutsell, City Clerk, the following ordinances:

- Appropriation Ordinance No. 7.
- General Ordinance No. 17.
- General Ordinance No. 19.
- General Ordinance No. 26.
- General Ordinance No. 27.

Yours very truly,
CHARLES W. JEWETT,
Mayor.

March 26th, 1920.

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

Gentlemen—I have this day signed and delivered to George O. Hutsell, City Clerk, General Ordinance No. 31.

Yours very truly,

CHARLES W. JEWETT,

Mayor.

April 5th, 1920.

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

Gentlemen—General Ordinance No. 31, 1920, which is an ordinance amending parts of section two, subdivision (C) and parts of section six, subdivision (D) of General Ordinance No. 76, 1919, passed by the Common Council October 20th, 1919, and approved by the Mayor, October 29, 1919, and section three of General Ordinance No. 124, 1919, passed by the Common Council December 15th, 1919, and approved by the Mayor, December 23rd, 1919, providing a time when the same shall take effect, was signed by me on March 26th, 1920.

Herewith is submitted an ordinance fixing the salaries of members of the Police, Fire and Electrical Departments under the Department of Public Safety of the City of Indianapolis, amending General Ordinance No. 31, 1920, repealing all ordinance in conflict therewith, and declaring a time when same shall take effect.

The accompanying ordinance is submitted for your consideration in order that certain defects contained in General Ordinance No. 31, 1920, may be corrected.

You will notice that the ordinance herewith submitted omits from General Ordinance No. 31, 1920, the words "from April 1, 1920, to March 31, 1921, both inclusive," wherever said clause appears in said ordinance. I am of the belief that the increases granted in General Ordinance No. 31, 1920, should not be of a temporary nature, but should be made permanent. The ordinance submitted also provides for salary for police-women. The Acts of 1919, page 625, approved March 14th, 1919, provide for the appointment by the Board of Public Safety of police-women. By resolution of the Board of Public Safety, passed March 11th, 1919, police matrons were designated as police-women in compliance with the 1919 Acts of the Indiana Legislature. Therefore General Ordinance No. 31, 1920, should be amended to include police-women.

General Ordinance No. 31, 1920, is in conflict with General Ordinance No. 119, 1919, which is "AN ORDINANCE creating the Electrical Department under the Department of Public Safety, creating certain offices and employments thereunder, defining the duties and fixing the salaries thereof, abolishing the Gamewell Divisions under the Police and Fire Departments and offices and employments thereunder,

transferring the property of such Gamewell Systems to such Electrical Department, and declaring a time when the same shall take effect." in that the salaries fixed in said General Ordinance No. 119, which becomes effective May 1st, 1920, are not identical with the salaries fixed for the same positions in General Ordinance No. 31, 1920, which became effective April 1st, 1920.

The ordinance accompanying this message amends General Ordinance No. 31, 1920, making the salaries of the several employes in the Electrical Department identical with the salaries fixed in General Ordinance No. 119, 1919, in all respects except the salary of the Electrical Engineer, which I have increased Three Hundred Dollars (\$300) a year for the reason that the position required a salary of Thirty-Three Hundred Dollars (\$3,300.00) a year to enable the Board of Public Safety to secure a man of expert qualifications for this important position.

In anticipation of the 1921 budget, which is being prepared now, the Board of Public Safety sent out a questionnaire under date of February 14th, 1920, to a large number of cities in the United States having a population approximately the same as Indianapolis, for the purpose of securing facts and statistics relative to the salaries paid to other police and fire forces, all of which information is now in the possession of the Board of Public Safety and available for information of the Council.

The general policy of the administration is to adjust salary problems only at the budget-making time when the members of the Common Council and the Executive Departments are in conference, and such information and data as is required for an equitable adjustment of salaries, is available. The items of expense provided in the budget are the basis for the tax levy and any additional increases made by appropriation after the levy is made necessarily create a deficit in the General Fund, from which these additional expenses must be paid. The benefit of a scientific budget is to know that our revenues and expenditures balance at the end of the year.

The increases granted in General Ordinance No. 31, 1920, which have been incorporated in the ordinance herewith submitted, have in some instances almost destroyed the ranks in service. The 1921 budget should correct this defect of organization. The Board of Public Safety is now preparing, in connection with its budget, certain recommendations for an adjustment of the salaries of the officers of the Police and Fire Departments, which will be submitted for your consideration with the 1921 budget. These recommendations will preserve the percentage of difference in salaries between the various ranks of officers in the two departments.

The ordinance submitted herewith provides that it shall be effective

May 1st, 1920. I trust that it will receive your prompt consideration in order that the City Controller may be prepared to comply therewith.

Respectfully submitted,

CHARLES W. JEWETT,

Mayor.

REPORTS FROM CITY OFFICERS.

From the City Controller :

April 5th, 1920.

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

Gentlemen—I submit to you herewith, an ordinance asking for the appropriation of Twenty-Five Thousand (\$25,000.00) Dollars to the Department of Finance, for the purpose of aiding and defraying the expenses of a Centennial Celebration of the foundation of the City of Indianapolis.

It has been estimated that this amount will be needed to provide a proper Centennial Celebration of the city's birth, and I feel that the members of the Council desire that this celebration be made in a fitting manner.

I have a written opinion from the State Board of Accounts, that an appropriation of this character will not be disapproved by them, and I therefore recommend the passage of this ordinance.

Yours very truly,

ROBERT H. BRYSON,

City Controller.

April 5th, 1920.

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

Gentlemen—I hand you herewith, a communication from the Department of Law, asking for the appropriation of Five Thousand (\$5,000.00) Dollars to the Judgment, Compromise and Costs Fund of that department.

I hand you also herewith, an ordinance calling for the above amount and recommend its passage.

Yours very truly,

ROBERT H. BRYSON,

City Controller.

March 30, 1920.

Mr. Robert H. Bryson, City Controller, City Hall, City:

Dear Sir—Attached is ordinance appropriating \$5,000.00 to the Judgments, Compromise and Costs Fund, which we request be passed, if possible, under suspension of the rules.

Very truly yours,
 THOMAS D. STEVENSON,
 City Attorney.

March 15, 1920.

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

Gentlemen:

I hand you herewith, a communication from the Board of Public Safety, asking for the passage of an ordinance appropriating the sum of Ten Thousand Two Hundred Fifty (\$10,250.00) Dollars, to the Department of Public Safety for the purchase of one American LaFrance Pumping and Hose Wagon.

I submit you also herewith an ordinance calling for above amount and recommend its passage.

Yours very truly,
 ROBERT H. BRYSON,
 City Controller.

March 15th, 1920.

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 Ten Thousand Two Hundred Fifty Dollars (\$10,250.00) to the Department of Public Safety, for the purchase of one American LaFrance Pumping and Hose Wagon, Type 40, as per contract attached.

Yours very truly,
 BOARD OF PUBLIC SAFETY,
 George W. Williams, Executive Secretary.

From the Board of Public Works:

March 24th, 1920.

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

Dear Sir—I am enclosing herewith, for transmission to the Common Council, switch contract granting the France Coal Company the right to lay and maintain a sidetrack or switch across an alley that

runs along the right of way of the old Chicago Division of the Big Four between West Twenty-sixth street and Roach street.

Yours truly,

W. F. CLEARY,
Clerk Board of Public Works.

April 2nd, 1920.

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

Dear Sir—I am submitting herewith, for transmission to the Common Council, an ordinance ordering the improvement of Northwestern Avenue from Fifteenth to Nineteenth streets, by removing the Esplanade and paving the space, in accordance with Improvement Resolution No. 9438.

The remonstrance against this improvement, filed March 6th, 1920, accompanies this letter. There are five resident property owners, all of whom have signed the remonstrance.

Yours truly,

W. F. CLEARY,
Clerk Board of Public Works.

REPORTS FROM STANDING COMMITTEES.

From the Committee on Finance:

Indianapolis, Ind., April 5, 1920.

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. 33, 1920, entitled, "An ordinance transferring the sum of One Hundred Thirty Dollars (\$130.00) from the Fire Department Purchase of Horses Fund under the Department of Public Safety, to the Police Department Purchase of Horses Fund, and declaring a time when the same shall take effect," beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

W. B. PEAKE, Chairman,
LEE. J. KIRSCH,
S. A. FURNISS,
RUSSELL WILLSON,
O. B. PETTIJOHN.

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

From the Committee on Finance :

Indianapolis, Ind., April 5, 1920.

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. 34, 1920, entitled, "An ordinance authorizing the City Controller to make a temporary loan, or loans, for the use of the Board of Health of the City of Indianapolis, in anticipation of taxes and payable out of the current funds of said Board authorizing the rate of interest to be charged therefor 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.

W. B. PEAKE, Chairman,
LEE. J. KIRSCH,
S. A. FURNISS,
RUSSELL WILLSON,
O. B. PETTIJOHN.

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

From the Committee on Finance :

Indianapolis, Ind., April 5, 1920.

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. 36, 1920, entitled, "An ordinance fixing the salary of the City Elevator Inspector, 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.

W. B. PEAKE, Chairman,
LEE. J. KIRSCH,
S. A. FURNISS,
RUSSELL WILLSON,
O. B. PETTIJOHN.

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

From the Committee on Finance :

Indianapolis, Ind., April 5, 1920.

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. 38, 1920, entitled, "An ordinance authorizing and providing for the employment of carpenters by the Board of Public Works of the City of Indianapolis, fixing their salaries, repealing all conflicting ordinances and fixing a time when same shall take effect," beg leave to report that we have had said ordinance under consideration, and recommend that the same be amended by striking out the figures "\$0.20" in the last line of Sec. 1 and inserting in lieu thereof the figures "\$8.80," and be passed as amended.

W. B. PEAKE, Chairman,
LEE. J. KIRSCH,
S. A. FURNISS,
RUSSELL WILLSON,
O. B. PETTIJOHN.

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

From the Committee on Public Works :

Indianapolis, Ind., April 5, 1920.

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. 35, 1920, entitled, "An ordinance approving a certain contract granting the Union Soap Co. the right to lay and maintain a sidetrack or switch from the west-bound main track of the Cleveland, Cincinnati, Chicago & St. Louis Railroad Co. across Columbia avenue north of the said west-bound main, according to blue print attached, in the City of Indianapolis, Indiana," beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

LEE J. KIRSCH, Chairman,
W. B. PEAKE,
J. P. BROWN,
LOUIS W. CARNEFIX,
O. B. PETTIJOHN.

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

From the Committee on Public Works:

Indianapolis, Ind., April 5, 1920.

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 Special Ordinance No. 10, 1920, entitled, "An ordinance annexing certain territory to the City of Indianapolis 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.

LEE J. KIRSCH, Chairman,
W. B. PEAKE,
J. P. BROWN,
LOUIS W. CARNEFIX.

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

From the Committee on Public Safety:

Indianapolis, Ind., March 15, 1920.

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. 32, 1920, entitled, "An ordinance concerning roof coverings and requiring the same of all buildings or structures, their construction, providing for certain tests, fixing penalties for the violation thereof 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.

RUSSELL WILLSON, Chairman,
LOUIS W. CARNEFIX,
J. E. MILLER,
W. B. PEAKE.

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

INTRODUCTION OF APPROPRIATION ORDINANCES.

By City Controller :

APPROPRIATION ORDINANCE NO. 9, 1920.

AN ORDINANCE appropriating the sum of Twenty-Five Thousand Dollars (\$25,000.00) to the Department of Finance for the purpose of aiding in defraying the expenses of a Centennial Celebration of the Foundation of the City of Indianapolis.

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 Finance out of the General Funds of the City of Indianapolis the sum of Twenty-Five Thousand Dollars (\$25,000.00) for the purpose of aiding in defraying the expenses of a public Centennial Celebration of the Foundation of the City of Indianapolis, to be held in the City of Indianapolis during the month of June, 1920, and under the general supervision of the Indianapolis Centennial Committee.

Sec. 2. All money hereby appropriated shall be expended only for the purpose of defraying the expenses of such celebration and shall be paid by the Department of Finance only after presentation by the Indianapolis Centennial Committee of bills for such expenses, approved by the Chairman of such Committee and upon vouchers for the payment of such bills, approved and signed by the Mayor of the City of Indianapolis.

Sec. 3. This ordinance shall be in full force and effect from and after its passage.

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

By the City Controller :

APPROPRIATION ORDINANCE NO. 10, 1920.

AN ORDINANCE, appropriating Five Thousand Dollars (\$5,000.00) to the Department of Law of the City of Indianapolis, for the payment of Judgments, Compromises and Costs.

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 Law out of the General Fund of the City of Indianapolis,

for the payment of Judgments, Compromises and Costs, the sum of Five Thousand Dollars (\$5,000.00).

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 Finance.

INTRODUCTION OF GENERAL AND SPECIAL ORDINANCES.

By the City Controller:

GENERAL ORDINANCE NO. 40, 1920.

AN ORDINANCE ratifying, confirming and approving two contracts entered into on the 12th day of March, 1920, between the City of Indianapolis, by and through its Board of Public Safety, and American-LaFrance Fire Engine Company, Inc., for the purchase and sale of certain fire apparatus, appropriating the sum of Ten Thousand, Two Hundred and Fifty Dollars, 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. Whereas, Heretofore on the 12th day of March, 1920, the City of Indianapolis, by and through its Board of Public Safety, entered into two certain contracts with American-LaFrance Fire Engine Company, Inc., by the terms of one of its said contracts the City of Indianapolis agrees to purchase from said American-LaFrance Fire Engine Company, Inc., a certain piece of fire apparatus, and by the terms of the other said contract, whereby said American-LaFrance Fire Engine Company, Inc., agrees to buy a certain damaged piece of fire apparatus from the City of Indianapolis, which said contracts are in words and figures as follows, to-wit:

PROPOSAL FOR FURNISHING FIRE APPARATUS

Manufactured by

AMERICAN-LAFRANCE FIRE ENGINE COMPANY, INC.,

General Office, Elmira, N. Y.

Branch Sales Offices: New York, Boston, Chicago, San Francisco, Portland, Ore., Atlanta, Dallas, Denver, Pittsburg, Los Angeles, Minneapolis, Washington.

PROPOSAL—SPECIFICATION—CONTRACT

March 2, 1920.

To the City of Indianapolis, Indiana:

Dear Sirs—We hereby propose and agree to furnish, after your acceptance of this proposal and the proper execution and approval of the accompanying contract, the following Apparatus and Equipment:

One (1) of our Type 40 Pumping and Hose Motor Cars. All of which is to be built in accordance with the specifications attached, and which are made a part of this agreement and contract, and to ship same in about 60 working days after date of receipt and approval of contract properly executed, subject to all causes beyond our control, for the sum of Ten Thousand Two Hundred Fifty Dollars (\$10,250.00) F. O. B. cars Elmira, N. Y.

The amount named in this proposal is made with the understanding that same shall be accepted by you within 15 days from date of same.

Should your acceptance be delayed beyond said period, we will upon request be glad to advise you of any increase in said amount which may be caused by increase in costs due to conditions beyond our control.

GUARANTY: We hereby agree that the material and workmanship shall be of the best character which in our judgment is obtainable, and we will, at our own expense, replace such parts as may fail, if such failure be attributed to defective material or inferior workmanship; and we hereby guarantee the said apparatus and equipment to perform efficient duty, accident excepted, when properly and fairly handled.

Respectfully submitted,

AMERICAN-LAFRANCE GASOLINE MOTOR CAR

By Fred Fischer, Assistant Sales Manager.

Guarantee on rubber tires is limited to the guarantee of the manufacturer thereof and adjustments for same are to be made directly with the manufacturer. Storage batteries, electrical equipment and other devices subject to deterioration are excluded from this guarantee.

AMERICAN-LAFRANCE GASOLINE MOTOR CAR

"TYPE 40"

FOUR CYLINDERS, FOUR CYCLE, CHAIN DRIVE

Designed and manufactured by

AMERICAN-LAFRANCE FIRE ENGINE COMPANY, INC.

Elmira, N. Y.

SPECIFICATIONS

The motor car is built entirely in our shops and is designed and constructed especially for heavy service. The design includes the latest improvements and best practice known in motor car construction, embodying the refinement and simplicity in details and general con-

struction which are essential in producing a successful chassis capable of withstanding the severe strains of hard service. The material and labor entering into its construction are of the finest, and in its mechanical features the car combines the best points known to motor car builders (and anticipates future developments).

MOTOR. The motor throughout, embodies the very highest standards of design, workmanship and material. The cylinders are cast in pairs of the very finest specially selected grey iron, with offset inlet and exhaust valves on opposite side, and are bored and ground, as are the pistons and rings, insuring perfect compression. The motor is 5½-inch bore, 6-inch stroke, four cylinder, four cycle, 75 horse power.

The water passages, integral with the cylinder casting are large, and so designed that the cooling water is taken in on the exhaust or hot side of the motor, and discharged from the top over the combustion chamber. The water-jacket covers on top of the cylinders provide a large space for cooling water, and form an outlet to radiator. The covers may be readily removed for inspection of cylinder castings. Large valve areas and ample clearance over valves are features of the design.

CRANK CASE. The crank case is made entirely in one unit and provided with numerous ribs, giving added strength without excess of weight. It is designed to rest directly upon and be bolted to the main frames of the car, doing away with subframes. This casting is machined throughout from templates and jigs, giving perfect alignment and interchangeability. The bottom half, or oil pan, may be readily removed for inspection of main bearings and connecting rods.

An oil tight extension of the crank case forms a housing for the timing gears. This arrangement gives quiet running gears, good lubrication, and very little wear.

THE PISTONS. The cast iron pistons are machined and ground to gauge, and grooved to take four cast-iron piston rings. The piston rings are ground to the diameter of the cylinder bore and to the width of the piston ring groove. The piston pins are of hollow steel, hardened and ground, and are held in place in the piston by a locking bolt.

Length of piston pin bearings, 2½ inches; diameter 1¼ inches.

THE CRANK SHAFT. The crank shaft is machined from nickel steel, heat treated, and all bearings are accurately ground to size. The crank shaft and connecting rod bearings are of special bearing metal; large, affording ample bearing surface. Number of bearings, 3. Length of front and rear bearings, 3 15/16 inches. Length of center bearings, 3¼ inches. Diameter of shaft at bearings, 2½

inches. All bearings are provided with oil grooves, assuring constant lubrication. The crank shaft with the fly-wheel attached is balanced, and the weights of the connecting rods and pistons are uniform. Thus the reciprocating parts of the motor are truly balanced, doing away with vibration and excessive wear.

All crank shaft dimensions, except bearings, are required to check within one one-thousandth of an inch, over or under; bearings to be round and true to size to within one-quarter of one one-thousandth of an inch, over or under.

CONNECTING RODS. Connecting rods of drop forged I-Section, special heat treated steel, are machined in jigs and fixtures. The connecting rod cap is drop forged integral with the rod, the connecting rod ends are drilled, reamed in jigs and the cap is then milled from the connecting rod in a special fixture which insures all rods being interchangeable. Shims are used, in drawing up the cap to a perfect bearing. The design and proportions of the rods and the material used in its manufacture insure it against any strains that could possibly arise.

Length of connecting rod bearings, $3\frac{1}{8}$ inches.

Diameter of connecting rod bearings, $2\frac{1}{8}$ inches.

VALVES. The valves are chrome nickel steel on inlet side and tungsten steel valve on exhaust side of motor. Valves are turned and accurately ground to same size, and lapped into taper valve seats. Inlet and exhaust valves on opposite sides of motor, mechanically operated. All valves and valve springs interchangeable. The valve lifter guides are of cast iron, and the valve lifters are of steel, turned, hardened and ground. The design of the valve lifters allows provision for adjustment by means of a set screw with lock nut. By this means a perfect timing of valve lift is obtained. The valve lifters and guides are interchangeable for both inlet and exhaust.

Diameter of inlet and exhaust, $3\frac{1}{8}$ inches.

Diameter of inlet and exhaust seat, $2\frac{3}{4}$ inches.

The valve lift, $5/16$ inch.

CAM SHAFTS AND GEARS. Cam shafts are machined from solid bar with integral cams, hardened and ground to absolute accuracy. Banka babbit bearings of generous sizes are used. Size of bearings are as follows:

Length of camshaft bearings: Front, $3\frac{3}{8}$ inches, other bearings, $1\frac{1}{2}$ inches; diameter all bearings, $1\frac{1}{8}$ inches.

The timing gears are drop forged of special steel, have a face width of $1\frac{1}{2}$ inches, and the teeth are of fine pitch. This gives a very quiet running gear with good bearing surface, insuring long

wear. The gears driving the magneto and the centrifugal water pump are located on opposite sides of motor, meshing with the timing gears. These are carried on shafts supported on two widely-spaced annular ball bearings. All gears are enclosed in an oil-tight extension of crank case. Cut integral on inlet cam shaft is a spiral gear for driving the oil pump, while the exhaust cam shaft is arranged with a compression relief.

COMPRESSION RELIEF. For powerful motors running under high compression, a compression relief is necessary for starting. This is accomplished in our motor by shifting the exhaust cam shaft slightly forward, and bringing into contact with the exhaust valve lifters a toe ground integral on the cam shaft which lifts each valve during the compression period of its respective cylinder, thus opening the valve and allowing some of the compression mixture to escape. The shifting of the cam shaft is accomplished by a lever, and after the motor is started the compression may be immediately thrown in again.

CARBURETOR. The carburetor is of the float-feed type, automatic auxiliary air intake. Simple construction, giving uniform mixture at all motor speeds. It is fitted with a dash air control for starting.

CONTROL. The throttle valve is controlled by a hand-lever at steering wheel and by foot accelerator pedal. Spark advance controlled by lever at steering wheel. In both throttle and spark advance controls, the rods are fitted with adjustable ball-and-socket joints, doing away with any lost motion.

IGNITION. Ignition is furnished by a dual system, which consists of a high-tension magneto, a coil and a switch. When the switch is on the "M" position a single high-tension magneto spark is produced. When the switch is on the "B" position the battery circuit is brought into action, and this current is distributed to the respective cylinders by the magneto distributor. The battery system does not interfere in any way with the magneto ignition and is used simply as an auxiliary system to aid in cranking the motor.

MOTOR LUBRICATION. The lubricating system consists of an oil reservoir in the oil pan, a circulating oil pump located in the low point of this reservoir and a spiral gear drive off the cam shaft to operate the oil pump. The oil is pumped into distributing headers, which feed it directly into the troughs under each connecting rod, and into leads to the main bearings. A dipper on the connecting rod splashes oil in the crank case so that it is carried to all the bearings and the cylinder walls. The oil then drains back into the

oil reservoir in the oil pan and from there it is taken up again by the pump and the action repeated. A strainer is provided for taking any foreign matter out of the oil. The oil level and quantity of oil pumped have been regulated to take care of any conditions of service and do not require any adjustments. An oil pressure gauge indicates that there is a pressure in the system which will show that all parts of the motor are being properly lubricated. This system requires no attention except to pour oil in through the breather when the level in the reservoir is getting low, as shown by an indicator. This oiling system assures plenty of lubrication without the necessity of any adjustment or regulation.

COOLING SYSTEM. A positive circulating system with gear-driven centrifugal pump, mounted on motor crank case. The pump body is cast in two pieces, with cast brass propeller. The radiator has a large frontal area. A fan driven by an endless belt and arranged with belt tightener is mounted on annular ball bearings at forward end of cylinder just back of radiator.

CLUTCH. The clutch is of the multiple disc dry plate type, having asbestos lining on steel for friction surfaces. By means of a cam connection, the pressure of the clutch spring on the plates is multiplied several times. This provides a drive with no possibility of slip and at the same time permits of using a clutch spring which is easily released. This clutch gives a gradual engagement permitting of smooth starting without any tendency to grab. The re-shifting the gears. The clutch requires no care except occasional adjustment for wear. In case of inspection all parts are accessible by simply removing the back cover plate.

STEERING GEAR. The steering gear is of the non-reversible worm and gear type. The steering shaft and worm of one piece construction, machined from solid upset bar of special steel. The entire mechanism is enclosed in an oil-tight case, and two ball-bearings are provided to take up the thrust from the worm shaft. Adjustment of these bearings is provided to take care of any wear. The gear is drop-forged integral with its shaft, and the shaft end is squared to take the drop-forged steering lever. The hand-wheel is 18 inches in diameter, hardwood with serrated inside edge, giving a firm grip.

TRANSMISSION. Sliding gear, selective type, three speeds forward and one reverse, direct drive on high speed. A single operating lever controls all gear shifts and any speed gears may be meshed without passing through other speeds. The gear ratio to give road speeds best suited for the service. Range from one to fifty miles per hour.

The gears, shafts and pinions are all made of chrome nickel steel, heat treated. The shafts are all mounted on annular ball bearings. The sliding gears are broached and ground and have a sliding fit on the bevel gear driving shaft which is splined, hardened and ground.

An interlock is provided for the gear shifting rods which makes it impossible to move one sliding gear when the other is not in a neutral position.

The transmission case is cast in a single piece, housing both the transmission and the differential. It is closed at the top and end by oil-tight covers. A screwed plug in top cover furnishes a ready means of supplying lubricating oil. The case is supported at three points. This arrangement prevents any strain in the transmission case, due to the weaving of main frames.

The differential consists of a system of bevel gears and pinions made of chrome nickel steel forgings accurately turned and hardened. The jack shafts are squared to take the differential bevels and are supported by ball bearings. Adjustment is provided for taking up of wear between the driving bevel pinion and the large differential bevel gear.

Transmission to be used from old car.

GEAR RATIO. Gear reductions which are best adapted to the conditions of service are furnished. The construction of these parts admits of a reasonable variation.

CHAIN DRIVE CONSTRUCTION. Double side chains from jack shaft sprockets to rear wheel sprockets. The chains are of roller type, made of special steel and practically noiseless. The driving sprockets are made of finest grade steel drop forging, and keyed to the jack shafts. The brake drum and rear sprocket, a single steel forging, is securely bolted to spokes of rear wheel by 12 bolts. The radius rods are of steel, supporting the brake cams and pivots, and are adjustable to take up any stretch in the chain.

BRAKES. The brakes are of the external-internal type operating on drums on the rear wheels, eliminating all strains from the transmission gears and driving mechanism due to applying the brakes. The service brake is an external contracting band of powerful leverage and large area, to eliminate rapid wear. The emergency brake is an internal expanding ring and is also very powerful. The adjustments on both sets of brakes are very simple and accessible. Grease cups are provided for the brake cam shaft bearings and radius rod bearings.

SPRINGS. Semi-elliptic front and rear. Front 2 inches wide x36 inches long; rear 2½ inchesx48½ inches long; to have ample carry-

ing capacity and to be made of special stock and designed to stand hard fire service. All spring plates arranged with bead and slot in center to maintain alignment. Shackle bolts to be provided with patent grease cups.

WHEELS. Artillery type, front and rear, specially selected wood, suitable construction to withstand the strains incurred in Fire Department service. Rear wheels to be used from old car.

TIRES. Front, single; rear, dual; solid or cushion.

Rear tires to be used from old car.

WHEEL BASE. From center to center of axles, 140½ inches.

TRACK OR GAUGE. From center to center of tires, front, 62 inches.

From center to center of inside dual tires, rear, 61¾ inches. From center to center of outside dual tires, rear, 72¼ inches.

AXLES. Solid drop-forged I-section, of chrome nickel steel, no welds, especially designed for the service. Timken roller bearings in all wheels.

Rear axles to be used from old car.

FRAME.—Side and cross members of chrome nickel steel. Pressed channel section, 38 inches wide x186¾ inches long, from center of front spring eye to rear end. Side members 5½ inches deep x5 inches wide at center x3/16 inches thick. Spring hangers both front and rear are steel castings.

TOOL EQUIPMENT.

Necessary tire tools.

One 5-ton Barrett automobile jack.

One No. 1 Ball pein hammer.

One Improved 10-inch combination pliers.

One Improved 6-inch combination pliers.

One 8-inch screw driver.

One 12-inch screw driver.

One valve jack.

WRENCHES.

One special valve cap and cylinder plug wrench.

One hub cap and axle nut wrench.

One No. 2 adjustable spanner wrench.

One Model E, 7-inch adjustable wrench.

One Model 97, 4-inch adjustable wrench.

PIN WRENCHES.

One No. 6 special pin wrench (111/16 inches center to center, 3/16-inch pin.)

One No. 8 special pin wrench (2¼ inches center to center, ¼-inch pin.)

Pin wrenches finished and case hardened.

S. A. E. STANDARD WRENCHES.

One ¾-inch and ¾-inch double end engineer's wrench.

- One $\frac{3}{8}$ -inch and 11/16-inch double end engineer's wrench.
- One $\frac{1}{2}$ -inch and 9/16-inch double end engineer's wrench.
- One $\frac{3}{8}$ -inch and 7/16-inch double end engineer's wrench.
- One $\frac{1}{4}$ -inch and 5/16-inch double end engineer's wrench.
- S. A. E. wrenches finished and case hardened.
- One $\frac{3}{8}$ -inch cold chisel.

SPECIFICATIONS IN BRIEF OF AMERICAN- LaFRANCE TYPE 40 MOTOR CAR.

MOTOR. 4-cylinders, cast in pairs. Bore 5 $\frac{1}{2}$ inch. Stroke 6-inch. Horse power by test 75.

CARBURETOR. Float feed type, automatic auxiliary intake.

IGNITION. Dual ignition with high tension magneto coil and switch.

BATTERY EQUIPMENT. One 6-volt storage.

CONTROL. Hand throttle, foot accelerator. Spark advance controlled by lever at steering wheel.

LUBRICATION. Splash-pressure system with circulating oil pump.

COOLING. Honeycomb radiator and gear driven centrifugal pump.
Belt-driven fan.

TRANSMISSION. Sliding selective type. Three speeds forward and on reverse.

DRIVE. Double side chains from jack shaft sprockets to rear wheel sprockets.

BRAKES. Foot brake, contracting band on drums attached to rear wheels and operated by foot pedal. Emergency brake operated by hand lever expanding ring against inner surface of brake drums on rear wheels.

WHEEL BASE. 140 $\frac{1}{2}$ inches centre to centre of axles.

TRACK OR GAUGE. 62 inches centre to centre of tires, front.

61 $\frac{1}{2}$ inches centre to centre of inside dual tires, rear.

72 $\frac{1}{4}$ inches centre to centre of outside dual tires, rear.

FRAME. Chrome nickel steel, pressed.

AXLES. Solid drop forged I-Section, of chrome nickel steel.

WHEELS. Artillery type, front and rear.

TIRES. Front, single tires; dual rear tires, solid or cushion.

SPRINGS. Semi-elliptic front and rear.

COMBINATION PUMPING AND HOSE MOTOR CAR.

It is apparent that, in order to manufacture the chassis described in a manner fitting the service, and in order that all parts may be accurately fitted and made interchangeable, certain standards of manufacture must be maintained, and variations from the foregoing standards relating to the constructing of the chassis throughout cannot be permitted. Variations, however, in regard to equipment and accessories

can be made to suit the customer, but in order that a shop standard may be recognized and that a definite understanding may be had as to what the standard practice covers, please note the following:

BODY. To have a capacity of ---- feet of 2½-inch hose. To be strongly built of steel throughout. To have a driver's seat with space for two men; also space for two men on the sides of body and standing room for two men on rear step.

Hose body to be used from old car, if it can be put in satisfactory shape, otherwise new body will be furnished.

STEPS. On both sides of chassis and across rear end. Rear step full width of machine and substantially braced.

MUD-GUARDS. Mud guards covering both front and rear wheels will be provided.

PUMP.

The problem of pumping water with the intermittent application of power peculiar to the gasoline motor, has given engineers in this field serious concern. It has been demonstrated conclusively that satisfactory results cannot be expected from a pump primarily designed for steam drive. The conditions are entirely different. Recognizing this fact we have designed a rotary gear pump especially adapted to motor drive.

The connection from motor to pump, also the design of pump proper, are of such a character that virtually full power is delivered to pump, resulting in great efficiency and the durability of the apparatus is naturally increased, for the reason that the superior design of the pumping unit and connections produces a smooth-running outfit practically free from any wear.

Suction inlet and discharge outlet on each side of pump case, and cast integral with same.

Pump to be complete with necessary valves and gauges. Special hand lever to throw pump gear in and out of mesh with gear on pump driving shaft.

Two lengths of suction hose, 10½ feet each, 4½-inch internal diameter, with couplings.

One metal suction strainer.

Necessary hydrant connections.

Capacity 600 gallons per minute.

GASOLINE TANK. The tank is of heavy construction, gravity feed, riveted and divided by swash plates. Large filling spud permits of filling the tank with ease and quickness, and gauging the amount of gasoline in the tank at any time. The tank has a capacity of thirty gallons.

LIGHTING SYSTEM. Two 10-inch electric reflector lamps mounted on brackets in front of radiator.

One 10-inch electric searchlight mounted on dash.

To be complete with generator.

All lamps lighted and controlled from driver's seat.

LOCOMOTIVE BELL AND SIREN HORN. In addition to a locomotive bell, a distinctive, penetrating siren horn will be furnished.

LADDERS. One 20-ft. solid side extension ladder mounted on side of body. One 12-foot roof ladder with folding hooks, mounted on side of body. One pike pole. Ladders and pike pole natural finish, ends painted black.

HAND EXTINGUISHERS. Two (2) 3-gallon fire department extinguishers in proper holders.

PLAY PIPE HOLDERS. Two (2) hardwood cones for play pipes.

LANTERNS. Two (2) fire department standard lanterns conveniently mounted.

FIRE AXE. One (1) heavy pick back fire department standard.

CROW BAR. One (1) of steel, held by snaps.

SPEEDOMETER. One (1).

TIRE CHAINS. One (1) pair of Weed tire chains.

TOOL BOX. One (1) mounted on step.

PAINTING. The apparatus to be handsomely painted in fine coach colors. The decorative work is to be artistic in design and execution, and is to be well grounded and finished with the best wearing varnishes.

The principal colors used in the work are to be as follows: Body, coach red, A. L. F. E. Co., No. 124. Frame, English Vermillion, A. L. F. E. Co., No. 7. Wheels, English Vermillion, A. L. F. E. Co., No. 7.

or -----

LETTERING.

Name -----On-----

Number -----On-----

This contract shall not be binding upon the City of Indianapolis unless the American-LaFrance Fire Engine Company, Inc., fulfills its obligations under a certain contract of this date by and between the City of Indianapolis and the American-LaFrance Fire Engine Company, Inc., whereby the American-LaFrance Fire Engine Company, Inc., agrees to purchase from the City of Indianapolis a certain damaged automobile hose wagon described as Type No. 10, Combination Rotary Gear Pump, Hose Wagon, American-LaFrance Fire Engine Company, Inc., maker, for the sum of Two Thousand Seven Hundred Fifty Dollars (\$2,750.00).

All Agreements Are Contingent Upon Delays Resulting From All Causes
Beyond Our Control.

CONTRACT.

THIS AGREEMENT, Made by and between the AMERICAN-LA-FRANCE FIRE ENGINE COMPANY, INC., party of the first part, hereinafter called the Company, and the City of Indianapolis, Indiana, party of the second part, hereinafter called the Buyer.

WITNESSETH, That the Company agrees to sell upon the conditions which are below written the apparatus and equipment hereinbefore described, all of which are to be in accordance with the specifications and guarantees attached, and which are made a part of this agreement and contract.

Delivery is to be made on cars at Elmira, N. Y., and shipment to be made within 60 working days after receipt and approval of this contract duly executed, or as soon thereafter as is consistent with good workmanship and proper painting.

The Buyer agrees to purchase and pay for the aforesaid property, delivered as aforesaid, the sum of Ten Thousand Two Hundred Fifty (\$10,250.00), to be paid to the AMERICAN-LA-FRANCE FIRE ENGINE COMPANY, INC., or its authorized agent in the manner stated below. No payments to be made to agents except on presentation in writing of an express power of attorney to accept payment.

Terms of payment to be: Ten Thousand Two Hundred Fifty Dollars in cash within thirty days after delivery and acceptance of the apparatus and equipment, with interest at the rate of 6% per annum from said date.

All contracts are taken subject to the written acceptance of the Company, and when requested by the Company the Buyer is to furnish to the Company a satisfactory opinion of the city or town attorney as to the power of the municipality to make the contract, and also that the notes or warrants, if any, to be given in payment for any part of the above named purchase price, are valid, legal and enforceable obligations of the municipality.

And it is further mutually agreed and understood that the Company shall remain the owner and retain the title to the property above described until the whole amount of the purchase price thereof and any obligation or obligations, security or securities given therefor, are actually paid; and that in case of any attempt by the Buyer to sell, encumber, conceal, remove, or dispose of any of said property before the same shall be fully paid for, said Company may resume possession and control of said property, and for that purpose may enter any buildings

or places where the same or any part thereof may be; and all payments which shall have been made upon or by reason of this contract shall be applied as, and shall be in full for, the rent, and use of said property up to the date of such taking.

If this contract covers more than one piece of apparatus, it is agreed by the parties hereto, that the party of the second part shall pay for each piece in accordance with the terms of payment herein stated and when each piece is delivered and accepted.

WITNESS our hands and official seals this ____ day of ----- 19----

AMERICAN-LAFRANCE FIRE ENGINE COMPANY, INC.

Party of the first part.

By Fred Fischer, Assistant Sales Manager.

CHARLES W. JEWETT, Mayor.

A. L. TAGGART,

FELIX T. McWHIRTER,

H. L. DITHMER,

Commissioners of Public Safety.

Party of the second part.

This contract must be dated (line 50) and the official title of each signatory designated when acting for a municipality or corporation.

CONTRACT

Indianapolis, Ind., March 12, 1920.

For and in consideration of the sum of Twenty-Seven Hundred Fifty Dollars (\$2,750.00), the City of Indianapolis agrees to sell to the American-LaFrance Fire Engine Company, Inc. (of Elmira, N. Y.) one certain damaged automobile fire apparatus belonging to the City of Indianapolis, and now in the possession of said American-LaFrance Fire Engine Company, Inc., which said damaged automobile fire apparatus is more specifically described as follows, to-wit:

Type 10, combination rotary gear pump, hose wagon, American-LaFrance Fire Engine Company, Inc., maker.

SPECIFICATIONS.

Transmission—Three speeds forward,
and reverse.

Drive—Double side chain.

Wheel Base—140 $\frac{3}{4}$ inches.

Frame—Pressed steel.

Wheels—Artillery type.

Tires—Single, front; single, rear.

Hose Body—Capacity, 1,200 feet 2 $\frac{1}{2}$ -inch hose.

Lighting System—Two electric headlights, one electric tail light.

Locomotive Bell—One.

Suction Hose—Two lengths, each 10 feet 6 inches long.

Ladders—20-foot extension, 12-foot roof.

Lanterns—Four.

Axe—One.

Extinguishers—Two.

PROVIDED, However, that this contract shall not be binding upon the American-LaFrance Fire Engine Company, Inc., unless said City of Indianapolis fulfills its obligations under a certain contract of this date by and between the said City of Indianapolis and the said American-LaFrance Fire Engine Company, inc., whereby said American-LaFrance Fire Engine Company, Inc., agrees to sell to the City of Indianapolis for the sum of Ten Thousand Two Hundred and Fifty Dollars (\$10,250.00) a certain new automobile hose wagon, more specifically described as follows:

Type No. 40 pumping and hose motor car, four cylinder, four cycle chain drive, American-LaFrance Fire Engine Company, Inc., maker.

It is further agreed by and between the parties hereto that the said American-LaFrance Fire Engine Company, Inc., agrees to pay to the City of Indianapolis said sum of Twenty-Seven Hundred Fifty Dollars (\$2,750.00) at the time of the payment of the City of Indianapolis to the American-LaFrance Fire Engine Company, Inc., the sum of Ten Thousand Two Hundred and Fifty Dollars (\$10,250.00) for the purchase of said new fire apparatus under said separate contract herein referred to.

AMERICAN-LAFRANCE FIRE ENGINE COMPANY, INC.,

By Fred Fischer, Assistant Sales Manager.

CITY OF INDIANAPOLIS,

CHARLES W. JEWETT, Mayor,

By A. L. TAGGART,

FELIX T. McWHIRTER,

H. L. DITHMER,

Board of Public Safety.

Sec. 2. That the foregoing contracts and agreements, and each of them, made and entered into on the 12th day of March, 1920, by and between the City of Indianapolis, by and through the Board of Public Safety, and American-LaFrance Fire Engine Company, Inc., be and the same are in all things ratified, confirmed and approved, in accordance with the terms, conditions and provisions thereof.

• Sec. 3. That there be and is hereby appropriated for the Department of Public Safety the sum of Ten Thousand, Two Hundred and Fifty Dollars (\$10,250.00).

Sec. 4. This ordinance shall be in full force and effect from and after its passage.

Which was read a first time.

Mr. Carnefix moved that the rules be suspended and General Ordinance No. 40, 1920, be placed upon its passage.

The roll was called and the motion to suspend the rules carried by the following vote:

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

Mr. Carnefix called for General Ordinance No. 40, 1920, for second reading. It was read a second time.

Mr. Carnefix moved that General Ordinance No. 40, 1920, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 40, 1920, was read a third time and passed by the following vote:

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

By the Board of Public Works:

SWITCH CONTRACT.

General Ordinance No. 41, 1920. An ordinance approving a certain contract granting France Coal Co. the right to lay and maintain a sidetrack or switch across an alley that runs along the right-of-way of the old Chicago Division of the Big Four R. R. between West Twenty-sixth and Roach streets, according to blue print attached, in the City of Indianapolis, Indiana.

WHEREAS, Heretofore, to-wit: On the 18th day of March, 1920, filed his 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, the undersigned, respectfully petition your Board to pass a resolution authorizing the laying of a railroad switch across an alley that runs along the right of way of the old Chicago Division of the Big Four Railroad between West Twenty-sixth street and Roach street in Indianapolis, Indiana.

NOW, THEREFORE, This agreement, made and entered into this 18th day of March 1920, by and between France Coal Co. of the City of Indianapolis, County of Marion, State of Indiana, party of the first part, and the City of Indianapolis, by and through its Board of Public Works, party of the second part.

WITNESSETH: That the party of the first part, being desirous of securing a right of way for a sidetrack or switch from the old Chicago Division of the Big Four Railroad across the alley adjacent to said railroad's right of way between Twenty-sixth street and Roach street in the City of Indianapolis, which is more specifically described as follows:

See blue-print attached for detail and specifications. hereby covenants and fully binds himself, his successors, legal representatives and assigns, that, in consideration of the grant of the privileges and authority herein given, he will lay, construct and maintain said track upon the terms and conditions hereinafter set forth, to-wit:

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

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

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

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

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

(6) The said party of the first part herein binds 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 of the first part the right, privilege and authority to lay and maintain an additional sidetrack or switch across said alley east of Burton street in the City of Indianapolis, all as shown by the drawing attached hereto, filed herewith and for greater certainty marked "Exhibit A."

This contract null and void if switch is not laid within one year from date of approval.

IN WITNESS WHEREOF, We have hereunto set our hands this
18th day of March, 1920.

FRANCE COAL CO.,

By C. J. Rollman.

Hattie E. Hershay, Attorney in Fact.

Party of the First Part.

Witness: Lenore Cummings.

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 Indi-
anapolis, 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.

Mr. Pettijohn moved that the rules be suspended and Gen-
eral Ordinance No. 41, 1920, be placed upon its passage.

The roll was called and the motion to suspend the rules
carried by the following vote:

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

Mr. Willson called for General Ordinance No. 41, 1920,
for second reading. It was read a second time.

Mr. Willson moved that General Ordinance No. 41, 1920,
be ordered engrossed, read a third time and placed upon its
passage. Carried.

General Ordinance No. 41, 1920, was read a third time and passed by the following vote:

Ayes, 9, viz.: Messrs. Brown, Carnefix, Furniss, Kirsch, Miller, Peake, Pettijohn, Willson and President G. G. Schmidt.
By the Board of Public Works:

GENERAL ORDINANCE NO. 42, 1920.

AN ORDINANCE, Ordering the Board of Public Works of the City of Indianapolis, Indiana, to improve Northwestern Avenue from the north property line of Fifteenth street to the south property line of Nineteenth street by removing the Esplanade and paving the space with wooden block, asphalt, bituminous concrete or brick, as provided for under Improvement Resolution No. 9438, adopted November 14th, 1919.

Section 1. *Be it ordained by the Common Council of the City of Indianapolis, Indiana: That,* Whereas the Board of Public Works of the City of Indianapolis, Indiana, in the manner prescribed by law, adopted on November 14th, 1919, advertised same and notified abutting property owners by mail, and confirmed without modification on March 1st, 1919, after day of hearing was continued from December 5th, 1919, Improvement Resolution No. 9438 for the improvement of said Northwestern Avenue; And whereas, within ten days of the date of hearing, all of five resident property owners interested filed a remonstrance against said improvement. *Therefore be it ordained by the Common Council of the City of Indianapolis, Indiana, that the Board of Public Works be and the same is hereby ordered to improve Northwestern Avenue, in accordance with Improvement Resolution No. 9438.*

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 City's Welfare.

By the Mayor:

GENERAL ORDINANCE NO. 43, 1920.

AN ORDINANCE fixing the salary of members of the Police, Fire and Electrical Departments under the Department of Public Safety, of the City of Indianapolis, amending General Ordinance No. 31, 1920,

repealing all ordinances in conflict therewith and declaring a time when the same shall take effect.

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

Section 1. That Section 1 of General Ordinance No. 31, 1920, be and the same is hereby amended to read as follows:

Section 1. That line 2 of Subdivision (c) in Section 2 of General Ordinance No. 76, 1919, be and the same is hereby amended to read as follows:

The Bailiff of the City Court, who shall be a member of the Police Force—\$3.90 per day.

Sec. 2. That Section 2 of General Ordinance No. 31, 1920, be and the same is hereby amended to read as follows:

Sec. 2. That Subdivision (d) of Section 6 of General Ordinance No. 76, 1919, be and the same is hereby amended to read as follows:

(d) For the Police Department:

Chief of Police—Four Thousand Dollars per year.

Supervisor of Detectives—Twenty-Five Hundred Twenty Dollars per year.

Clerk—Fifteen Hundred Dollars per year.

Each Captain—Twenty-Two Hundred Twenty Dollars per year.

Each Lieutenant—Nineteen Hundred Twenty Dollars per year.

Each Sergeant—Five Dollars per day.

Each Detective—Five Dollars per day.

Each Patrolman (first year)—Four Dollars per day.

Each Policewoman (first year)—Four Dollars per day.

Each Patrolman (after first year)—Four Dollars and Fifty Cents per day.

Each Policewoman (after first year)—Four Dollars and Fifty Cents per day.

City Prison Matron—Four Dollars and Fifty Cents per day.

Each Assistant City Prison Matron—Four Dollars and Fifty Cents per day.

Each Bicycle Policeman—Four Dollars and Eighty Cents per day.

Each Traffic Man—Four Dollars and Eighty Cents per day.

Police Officer Assigned to Board of Children's Guardians—Eight Hundred Eighty-Eight Dollars per year.

Each Janitor at Police Station—Eighty Dollars per month.

Each Wagonman and Chauffeur at Police Station—Four Dollars and Sixty Cents per day.

Each Turnkey at Police Station—Four Dollars and Eighty Cents per day.

Each Safety Zone Repair Man—Three Dollars and Twenty-five Cents per day.

Each Painter, Safety Zone—Three Dollars and Twenty-Five Cents per day.

Each Hostler—Nine Hundred Dollars per year.

Sec. 3. That Section 3 of General Ordinance No. 31, 1920, be and

the same is hereby amended to read as follows:

Sec. 3. That Section 3 of General Ordinance No. 124, 1919, be and the same is hereby amended to read as follows:

Sec. 3. That subdivision (c) of Sec. 6 of General Ordinance No. 76, 1919, be and the same is hereby amended to read as follows:

(e) For the Fire Force:

Chief of the Fire Force—Four Thousand Dollars per year.

First Assistant Chief—Twenty-Seven Hundred Fifty Dollars per year.

Second Assistant Chief—Twenty-Seven Hundred Dollars per year.

Each Battalion Chief—Twenty-Two Hundred Twenty Dollars per year.

Clerk—Thirteen Hundred Twenty Dollars per year.

Each Captain—Five Dollars and Fifty Cents per day.

Each Lieutenant—Five Dollars per day.

Each Engineer—Four Dollars and Seventy-Five Cents per day.

Each Chauffeur—Four Dollars and Seventy-Five Cents per day.

Each Fireman, first year—Four Dollars per day.

Each Fireman, after first year—Four Dollars and Fifty Cents per day.

Electrical Department.

Electrical Engineer—Thirty-Three Hundred Dollars per year.

General Foreman—Twenty-One Hundred Dollars per year.

Signal Operator—Seventeen Hundred Thirty-Three Dollars and Seventy-Five Cents per year.

Relief Operator—Seventeen Hundred Thirty-Three Dollars and Seventy-Five Cents per year.

Instrument Repairman—Seventeen Hundred Eighty-Eight Dollars and Fifty Cents per year.

Circuit Repairman—Seventeen Hundred Eighty-Eight Dollars and Fifty Cents per year.

Cable Splicer—Seventeen Hundred Eighty-Eight Dollars and Fifty Cents per year.

Cable Splicer's Helper—Fifteen Hundred Dollars per year.

Laborer—Twelve Hundred Dollars per year.

Sec. 4. The City Controller is hereby authorized to pay the salaries and compensations herein provided for out of such funds as have been or may be appropriated therefor to the respective departments.

Sec. 5. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Sec. 6. This ordinance shall be in full force and effect from and after the 1st day of May, 1920.

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

By Mr. Schmidt:

GENERAL ORDINANCE No. 44, 1920.

AN ORDINANCE, amending Section 8 of General Ordinance No. 37, 1919, and declaring a time when the same shall take effect.

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

Section 1. That Section 8 of General Ordinance No. 37, 1919, be, and the same is hereby amended to read, as follows:

(a) No vehicle shall be turned to its left for the purpose of turning around in any 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 Meridian Streets, Washington and Pennsylvania Streets, Pennsylvania and Market Streets, Pennsylvania and Ohio Streets, Ohio and Meridian Streets, Ohio and Illinois Streets, Illinois and Market 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. 2. 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 City's Welfare.*

By Mr. Willson (by request) :

GENERAL ORDINANCE NO. 45, 1920.

AN ORDINANCE, amending Section 492 of General Ordinance No. 12, 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," ordained and established by the Common Council of the City of Indianapolis, Marion County, State of Indiana, in the year 1917.

Section 1. *Be it Ordained by the Common Council of the City of Indianapolis, Indiana*, that Section 492 of General Ordinance No. 12, 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," ordained and established by the Common Council of the City of Indianapolis, Marion County, State of Indiana, in the year 1917, be, and the same is hereby amended to read, as follows:

Sec. 492. All motion picture machines, when operated by motors, shall be equipped with automatic circuit breaker, which shall first be approved by Chief of Fire Prevention.

Sec. 2. This ordinance shall take effect and be in force from and after its passage and publication once each week for two (2) consecutive weeks in the Indianapolis Commercial.

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

ORDINANCES FOR SECOND READING.

Mr. Kirsch called for General Ordinance No. 35, 1920, for second reading. It was read a second time.

Mr. Kirsch moved that General Ordinance No. 35, 1920, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 35, 1920, was read a third time and passed by the following vote :

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

Mr. Kirsch called for Special Ordinance No. 10, 1920, for second reading. It was read a second time.

Mr. Kirsch moved that Special Ordinance No. 10, 1920, be ordered engrossed, read a third time and placed upon its passage. Carried.

Special Ordinance No. 10, 1920, was read a third time and passed by the following vote:

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

Mr. Peake called for General Ordinance No. 33, 1920, for second reading. It was read a second time.

Mr. Peake moved that General Ordinance No. 33, 1920, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 33, 1920, was read a third time and passed by the following vote:

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

Mr. Peake called for General Ordinance No. 34, 1920, for second reading. It was read a second time.

Mr. Peake moved that General Ordinance No. 34, 1920, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 34, 1920, was read a third time and passed by the following vote:

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

Mr. Peake called for General Ordinance No. 36, 1920, for second reading. It was read a second time.

Mr. Peake moved that General Ordinance No. 36, 1920, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 36, 1920, was read a third time and passed by the following vote:

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

Mr. Peake called for General Ordinance No. 38, 1920, for second reading. It was read a second time.

Mr. Peake moved that General Ordinance No. 38, 1920, be amended as recommended by the committee. Carried.

Mr. Peake moved that General Ordinance No. 38, 1920, be ordered engrossed, as amended, read a third time and placed upon its passage. Carried.

General Ordinance No. 38, 1920, was read a third time and passed by the following vote:

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

Mr. Willson called for General Ordinance No. 32, 1920, for second reading. It was read a second time.

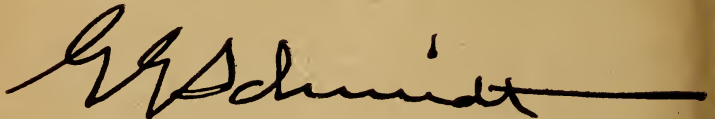
Mr. Willson moved that General Ordinance No. 32, 1920, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 32, 1920, was read a third time and passed by the following vote:

Ayes, 7, viz.: Messrs. Brown, Carnefix, Furniss, Miller, Peake, Willson and President G. G. Schmidt.

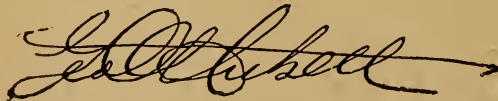
Noes, 2, viz.: Messrs. Kirsch and Pettijohn.

On motion of Mr. Willson the Common Council at 9:45 o'clock P. M. adjourned.

A handwritten signature in cursive script, reading "G. G. Schmidt", followed by a horizontal line.

President.

Attest:

A handwritten signature in cursive script, reading "J. M. Bell", followed by a horizontal line.

City Clerk.