

## REGULAR MEETING

The Common Council of the City of Indianapolis, met in the Council Chamber, Monday evening, April 2, 1923, at 7:30 o'clock in regular session, President John E. King in the chair.

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

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

## COMMUNICATIONS FROM THE MAYOR

March 24, 1923.

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

Gentlemen—I have this day approved, signed and delivered to John W. Rhodehamel the following Ordinances:

GENERAL ORDINANCE No. 13, 1923, an ordinance ratifying and approving the execution of a lease by the Merchants National Bank of Indianapolis, Indiana, to the City of Indianapolis, of the Fire and Police tower erected on the real estate of the Merchants National Bank of Indianapolis, Indiana, being lot six (6) in square sixty-five (65) in the City of Indianapolis.

GENERAL ORDINANCE No. 27, 1923, an ordinance ratifying, confirming and approving the certain contract and agreement made and entered into on the 14th day of February, 1923, by and between the City of Indianapolis by and through its Board of Public Works and its Board of Public Safety with the approval of its Mayor, and the town of Woodruff Place by and through its Board of Trustees, whereby the town of Woodruff Place is to pay the said City of Indianapolis the sum of Five Thousand (\$5,000.00) Dollars per year during the remainder of this Administration for police and fire protection, and fixing a time when the same shall take effect.

GENERAL ORDINANCE No. 30, 1923, an ordinance transferring and reappropriating the sum of Six Hundred (\$600.00) Dollars from the Material and Supplies Fund of the Department of Weights and Measures under the Department of Public Safety, and transferring and reappropriating the same to the Salaries Fund of the Department of Weights and Measures under the Department of Public Safety, and declaring a time when the same shall take effect.

GENERAL ORDINANCE No. 32, 1923, an ordinance amending Section 5, Sub-division h of General Ordinance No 76 of the City of Indianapolis for the year 1919 as amended by General Ordinance No. 47, 1920, and declaring a time when the same shall take effect.

SPECIAL ORDINANCE NO 6, 1923, an ordinance annexing certain territory to the City of Indianapolis, Indiana, and defining a part of the boundary line of said City, and fixing a time when the same shall take effect.

Very truly yours,  
LEW SHANK,  
Mayor.

#### REPORTS FROM CITY OFFICERS

From the City Controller:

April 2, 1923.

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

Gentlemen—I am handing you herewith an Appropriation Ordinance calling for the sum of thirteen hundred and sixty-nine dollars and ninety-one cents (\$1,369.91), in payment of a judgment of the Industrial Board of Indiana, in the case of Frank Squires vs. the City of Indianapolis, and respectfully ask the passage of this ordinance.

Very truly yours,  
JOS. L. HOGUE,  
City Controller.

March 29, 1923.

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

Dear Sir—I beg to hand you herewith for transmission to the Common Council and Ordinance appropriating \$1,369.91, to the Department of Law for the payment of a judgment of the Industrial Board of Indiana, in the claim of Frank Squires against City of Indianapolis.

I have detailed as far as practicable in the preamble of the ordinance the reason for this necessity, but to get more fully in the matter, I beg to advise that Frank Squires was employed in the Municipal Garage as a mechanic, and on the 9th day of May, 1922, while engaged in his work as such a piece of steel flew into his eye thereby caused the complete loss of vision of same. That I had him treated by a physician, A. L. Marshall, an eye specialist, in the City of Indianapolis, who furnished me with a written statement setting forth the fact that there was a total loss of vision of the right eye of Mr. Squires. That under the law the total loss of vision of an employee carries with it 150 weeks compensation, and that 43 weeks of this compensation at \$13.20 per week has been paid to Mr. Squires. That upon further investigation I find that Mr. Squires has a mortgage upon his home, the payments of which are now delinquent and that the payment to him of the balance due him of his compensation in a lump sum settlement would greatly enable him to save his home for himself and family.

Thus fortified and with the approval of the corporation counsel, I entered into an agreement on behalf of the City of Indianapolis with Frank Squires for a lump sum settlement in his case of 107 weeks in a sum to be fixed by the Board for such settlement, which

sum is \$1,369.91. This agreement was approved by the Industrial Board of Indiana.

I ask you kindly to transmit this ordinance to the Common Council under suspension of rules and urge passage of same as the urgent necessity for immediate action exists.

Yours very truly,

W. S. HENRY,  
Claim Agent.

April 2, 1923.

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

Gentlemen—I submit you herewith a communication from the Board of Public Safety asking for the appropriation of the sum of Thirteen Hundred Fifty (\$1,350.00) Dollars to the Salaries Fund of the Building Department.

I am also submitting an ordinance herewith covering the same, and recommend its passage.

Yours truly,

JOS. L. HOGUE,  
City Controller.

April 2, 1923.

Jos. L. Hogue, City Controller,  
City of Indianapolis.

Dear Sir—The Board of Public Safety requests that you recommend to the Common Council the passage of an ordinance appropriating the sum of Thirteen Hundred and Fifty (\$1,350.00) Dollars to the salaries fund of the Building Department, said sum to be used for the purpose of paying the salary for the balance of the year 1923 of an additional Building Inspector.

Yours very truly,

BOARD OF PUBLIC SAFETY,  
Oscar O. Wise,  
Executive Secretary.

April 2, 1923.

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

Gentlemen—I hand you herewith a communication from the Board of Public Safety requesting the passage of an ordinance transferring the sum of Three Thousand (\$3,000.00) Dollars from the New Motorcycle Fund to the fund known as the "Bicycles and Automobiles for Bicycle Squad," both in the Department of Public Safety.

I submit you also herewith an ordinance calling for the same and recommend its passage.

Yours very truly,

JOS. L. HOGUE,  
City Controller.

April 2, 1923.

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

Dear Sir—You are hereby requested to recommend to the Common Council the passage of an ordinance transferring the sum of Three Thousand (\$3,000.00) Dollars from the New Motorcycle Fund

to the fund known as the "Bicycles and Automobiles for Bicycle Squad" fund and reappropriating the same.

Yours very truly,  
BOARD OF PUBLIC SAFETY,  
Oscar O. Wise.

From the Board of Public Works:

April 2, 1923.

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

Gentlemen—I am directed by the Board of Public Works to submit for your approval an ordinance ratifying a contract for the purchase of two 2½-ton to 3-ton Model A. B. Mack Trucks, same to be purchased of The International Motor Company, of Indianapolis, Indiana.

Yours truly,  
GEORGE O. HUTSELL, Clerk,

From the City Plan Commission:

Board of Public Works.

April 2, 1923.

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

Gentlemen—An ordinance involving changes in the Zoning Ordinance covering territory recently annexed to the City of Indianapolis and several other changes which have been considered by the City Plan Commission is hereby submitted.

It is respectfully suggested that a joint hearing of the Common Council and the City Plan Commission be arranged in the near future. If it is satisfactory with the Council, Monday evening, April 16th would suit the Plan Commission very well.

Respectfully yours,  
CITY PLAN COMMISSION,  
L. V. Sheridan,  
Executive Secretary.

#### REPORTS FROM STANDING COMMITTEES

From the Committee on Finance:

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

Gentlemen—We, your Committee on Finance, to whom was referred Appropriation Ordinance No. 9, 1923, entitled \$5,000 Fire Department Squad Wagon Chassis, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

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



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

Gentlemen—We, your Committee on Finance, to whom was referred General Ordinance No. 28, 1923, entitled, "An Ordinance, transferring the sum of Five Thousand (\$5,000.00) Dollars from the Maintenance of Equipment and Supplies Street Cleaning Fund and reappropriating the same to a fund herein created and known as the "Team Employment Fund," all in the Department of Public Works in the City of Indianapolis, Indiana, 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.

BEN. H. THOMPSON,  
THEO. J. BERND,  
I. L. BRAMLETT,  
L. D. CLAYCOMBE,

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

Gentlemen—We, your Committee on Finance, to whom was referred General Ordinance No. 33, 1923, entitled, "An Ordinance transferring a certain sum of money from a certain fund and reappropriating the same to another certain fund," all in the Street Commissioner's Office under the Department of Public Works of the City of Indianapolis, Indiana, 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.

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

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

Gentlemen—We, your Committee on Finance, to whom was referred General Ordinance No. 34, 1923, entitled, "An Ordinance transferring the sum of Four Thousand Eight Hundred (\$4,800.00) Dollars from the P. S. & M. Fund to the Purchasing Department Salaries Fund," beg leave to report that we have had said ordinance under consideration, and recommend that the same be not passed.

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

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

We, your Committee on Public Safety, to whom was referred General Ordinance No. 35, 1923, entitled, "An Ordinance defining advertising displays, providing for the construction, erection and inspection thereof, by issuance of a permit; providing a bill-poster's and sign attacher's license, providing for a numbered inspection tag and yearly inspection for each advertising display with exemptions and providing a penalty for the violation of the provisions thereof,

repealing all Ordinances and parts of Ordinances in conflict therewith, 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.

WALTER W. WISE.  
L. D. CLAYCOMBE,  
W. E. CLAUER,  
THEO. J. BERND,  
BEN. H. THOMPSON,

Indianapolis, Indiana, April 2, 1923.

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

Gentlemen—We, your Committee on Public Safety, to whom was referred General Ordinance No. 36, 1923, entitled, "An Ordinance Amending Section 2 of General Ordinance No. 14, 1922, entitled, 'An Ordinance creating the position of Court Matron or Probation Officer of the City Court of the City of Indianapolis, Indiana, placing said office under the Department of Public Safety, fixing the salary thereof, abolishing the position of Court Matron of the City Court of the City of Indianapolis, Indiana, as created by General Ordinance No. 11, passed April 7, 1919, fixing a time when the same shall take effect,'" passed September 4, 1922, 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.

WALTER W. WISE.  
W. E. CLAUER,  
L. D. CLAYCOMBE,  
THEO. J. BERND,  
BEN. H. THOMPSON,

From the Committee on Public Safety:

Indianapolis, Indiana, April 2, 1923.

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

Gentlemen—We your Committee on Public Safety to whom was referred General Ordinance No. 37, 1923, beg leave to report that we have had said Ordinance under consideration and recommend that the same be amended to read as follows:

GENERAL ORDINANCE NO. 37, 1923

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

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

Section 1. The term "Congested District" within the meaning of this Ordinance, shall constitute all that part of the City of Indianapolis, included within the limits of the center line of New York

Street on the north, the center line of Capitol Avenue on the west, and the center line of Georgia Street on the south, and the center line of Alabama Street on the east, excepting that part therein bounded by the center line of Delaware Street on the west, and the center line of Maryland Street on the north, the center line of Alabama Street on the east and the center line of Georgia Street on the south.

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

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

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

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

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

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

## RULES OF THE ROAD

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

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

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

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

(e) No vehicle shall make a complete turn upon any street within the congested district, except at street intersections. Pro-



vided, however, that no such turn shall be made at corners where left-hand turns are herein prohibited.

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

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

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

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

(j) Street cars and interurban cars shall stop on the near side of intersecting streets and not the far side, for the purpose of taking on or discharging passengers, provided however, that when in the opinion of the Board of Public Works, a near side stop would tend to cause danger, inconvenience or discomfort to passengers or hinderance to traffic at a particular intersection, said Board of Public Works may by an order made by such board, designate a far side stop at such intersection and upon notice of such order the street car company or interurban company, their agents and employees, shall comply with the same and shall mark in a manner satisfactory to said Board, the location of such stopping.

(k) No vehicle shall be driven or moved so as to pass through, into or interfere with any civic military or funeral procession except at the direction of a traffic officer or automatic signal.

#### RIGHT OF WAY

Section 3. (a) Fire Department vehicles, Police Department vehicles, Salvage Corps vehicles, U. S. Mail vehicles, Emergency Ambulances, both public and private, and Emergency Repair vehicles of all public utility companies and funeral processions shall have the right of way over all traffic in any street or other public place and through any procession, provided however, that the Fire and Police Department vehicles shall have the right of way over every other kind of traffic whatsoever and provided, further, that the Fire Department shall the right of way over Police Department vehicles, and all others shall have right of way in the order named.

(b) Traffic from the right shall have the right-of way over traffic from the left, except as hereinafter provided.

(c) Traffic on Washington Street and all boulevards as established by the Common Council or the Department of Park Commissioners of such city, shall have the right-of-way over all traffic on other streets, unless hereinafter otherwise provided.

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

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



Street from the Big Four Railroad tracks to Emerson Avenue, the east and west traffic shall have the right-of-way over the north and south traffic. On East Tenth Street from the Big Four Railroad track elevation to Emerson Avenue, the east and west traffic shall have the right-of-way over the north and south traffic. On West Michigan Street from White River, west to the city limits, east and west traffic shall have the right-of-way over the north and south traffic. On Oliver Avenue, from White River west to the city limits, the east and west traffic shall have the right-of-way over the north and south traffic. On Morris Street from Shelby Street west to Eagle Creek, the east and west traffic shall have the right-of-way over the north and south traffic; and all traffic in Harding Street at the intersection of Morris Street shall come to a complete stop before entering into or crossing Morris Street at the intersection of Morris and Harding Streets. On Capitol Avenue from Washington Street to Maple Road Boulevard, the north and south traffic shall have the right-of-way over the east and west traffic. On Meridian Street from Washington Street to the canal the north and south traffic shall have the right-of-way over the east and west traffic.

(f) VEHICLES, CITY AND INTERURBAN CAR STOPS. All vehicles, city and interurban cars approaching any of the following named streets and avenues within the City of Indianapolis, shall come to a complete stop before continuing into or across the same: North Capitol Avenue from Washington Street to Maple Road Boulevard, Meridian Street from Washington Street to the canal, East New York Street from the Big Four Railroad tracks to Emerson Avenue, East Michigan Street from the Big Four Railroad tracks to Emerson Avenue, Washington Street from the city limits on the east to the city limits on the west. Maple Road Boulevard from North Western Avenue to Fall Creek and Fall Creek Boulevard north. That the above named streets and avenues as set out in this sub-section F be and the same are hereby declared to be and are designated as preferential streets for the purpose of regulating traffic upon or crossing over the same.

(g) At street intersections where silent policemen are placed, vehicles entering such intersection shall not cross the center of such intersection streets, 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 unless herein otherwise provided, shall have the right-of-way over such other vehicle.

(h) 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 vehicle until such apparatus is passed.

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

(j) Street cars, upon the approach of such fire or police apparatus shall be stopped immediately, if between a street intersection.

(k) The driver of any vehicle shall not enter any street intersection, if police or fire apparatus is approaching such street intersection within a distance of three (300) hundred feet.

#### PARKING

Section 4. The parking of vehicles on the streets and public places within the City of Indianapolis shall be permitted as follows:

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

(b) On market days, during market hours, on the east side of Delaware Street, from Ohio Street to Market Street on the west side of Alabama Street, from Ohio Street to Market Street and on Market Street from Delaware Street to Alabama Street, no vehicle shall be parked for a continuous period for more than forty-five (45) minutes.

(c) On the Circle, no vehicle shall stop or be parked at 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.

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

(e) ANGLE PARKING. In the following named streets and public places within the City of Indianapolis, vehicles shall be parked at an angle of forty-five (45) degrees: On Washington Street from Southeastern Avenue to White River, on Virginia Avenue from Washington Street to Maryland Street, on Ohio Street from Delaware Street to Alabama Street, on Market Street from Pennsylvania Street to Delaware Street in the center part thereof, on Kentucky Avenue from Washington Street to Maryland Street in the center part thereof, on the south side of North Street from Illinois Street to Meridian Street, on the south side of Ohio Street from Pennsylvania, to Delaware Street, on Indiana Avenue from Illinois Street to Capitol Avenue. On south side of Georgia Street from Illinois Street to McCrea Street, and at right angles on Market Street from Delaware Street to Alabama Street, and the east side of Senate Avenue from Washington Street to Ohio Street and the south side of Ohio Street from Senate Avenue to Capitol Avenue.

(f) During such hours as the East Market of the City of Indianapolis shall be open, vehicles shall be parked at right angles with the curbing in such a manner that both front wheels of such vehicles will touch curbing at the following places: 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 Street and Wabash Street, and the west side of Alabama Street from Washington Street to Wabash.

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

(h) No vehicles shall be parked at any time within the congested district in any street or alley where the width of the same is less than forty feet from curbing to curbing thereof.

(i) There shall be no parking at any time at the following places: The west side Illinois Street from Washington Street to Court Street; the east side of Illinois Street from Washington Street to Pearl Street; the east side of Meridian Street from Washington Street to Pearl Street; the west side of Pennsylvania Street from Washington Street to Court Street, the north side of 30th Street from Fall Creek to White River; the north side of Sixteenth Street from the Monon tracks to Senate Avenue; the north side of St. Clair Street from the Monon Railroad tracks to Senate Avenue; south side of East Forty-second Street from Carrollton Avenue to Broadway Street; the east side of Clifton Street from Roach Street to Thirty-fourth Street; the north side of New York Street from Randolph Street to Emerson Avenue; the west side of Bird Street from Ohio Street to New York Street; on Fourteenth Street from Illinois Street to Meridian Street; the south side of Fourteenth Street from Meridian Street to Pennsylvania Street; the south side of Forty-sixth Street from Illinois Street to the Monon Railroad tracks; the north side of Tenth Street from Meridian Street to Indiana Avenue; the north side of Howard Street from Harding Street to Belmont Avenue; the south side of Nineteenth Street from Illinois Street to Meridian Street; the south side of Nineteenth Street from Delaware Street to New Jersey Street; the west side of Meridian Street from Bluff Avenue to the Belt Railroad; the south side of Seventeenth Street from Meridian Street to Pennsylvania Street. The west side Oriental Street from South Eastern Avenue to Market Street. The east side of Muskingum Street from New York to Vermont Streets.

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

(k) No vehicle shall be parked or permitted to stop within fifteen (15) feet of any fire hydrant.

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

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

#### SAFETY ZONES

Section 5. (a) For the purpose of protecting the life and limb of pedestrians, crossing the street at street intersections and passengers alighting from or boarding street cars at each corner, the Board of Public Safety may establish Safety Zones which shall be marked off and indicated by painted lines, standards discs or unloading platforms and it shall be unlawful for the driver of any vehicle to drive over or into any such Safety Zones, or any such painted lines, standards, discs or loading platforms at any time.

(b) No vehicle shall remain stationary in that part of the street parallel to any such Safety Zones or within forty (40) feet



thereof or within twenty (20) feet from the end thereof, except upon signal of the traffic officer directing the traffic at such places or to unload freight or passengers to business houses fronting on such Safety Zones, where there is no other means of access thereto.

(c) The occupant of any premises may prevent any parking of vehicles upon any public street in front of such premises in the following manner: Such occupant shall deposit in the office of the City Controller the sum of Ten (\$10.00) Dollars, for which deposit the City Controller shall give a receipt which when presented to the Chief of Police shall entitle such occupant to receive two (2) iron markers, bearing the inscription "NO PARKING" or words of equivalent meaning, such markers to be known as "Silent Policemen." Such occupant upon returning to the Chief of Police said "Silent Policemen" shall receive a receipt therefor, which when presented to the City Controller shall entitle him to a refund of one-half of such deposit, the balance to then become a part of the General Fund of the City of Indianapolis. Such occupant may place said "Silent Policemen" upon the edge of the sidewalk adjacent to the roadway in front of said premises, not to exceed eighteen (18) feet apart, and while they are so placed no vehicle shall be parked in the space included between them, provided however, that if any vehicle is lawfully parked therein when said "Silent Policemen" are set out, such vehicle may remain parked therein until the expiration of the then remaining parking time allowed by this ordinance, a space not greater than eighteen feet in length may be reserved in the following manner. Reservations of such space and the prohibiting of parking therein shall be made only when such space is required immediately by said occupants, and such reservations shall only be made for a period not to exceed one and one-half (1½) hours, once during the forenoon and once during the afternoon, between the hours of eight o'clock a. m., and seven o'clock p. m. and then only for the purpose of loading or unloading of goods, wares, merchandise or materials, and such space shall be released immediately upon the termination of the necessity for such reservation thereof, and such "Silent Policemen" shall immediately be removed from view. Nothing contained in this paragraph shall authorize the reservation of space for the parking of any occupants' own vehicle or vehicles. When there are two or more occupants of any premises who use a common entrance thereto, only one space can be so reserved. Provided however, that such occupants may by private arrangements among themselves make use in common of a single set of "Silent Policemen." But such space shall not be held in reserve for succeeding periods by reason of such common use. Provided further, that in addition to the penalties hereinafter provided, any occupant or occupants of such premises found guilty of violating any of the provisions of this section, shall be deprived of the further use of such "Silent Policemen." shall surrender the same to the Chief of Police, and the Ten Dollars deposited with the City Controller shall be forfeited and become a part of the General Fund of the City of Indianapolis.

(d) During any public parade, assembly or demonstration upon the public streets, or during an emergency, the police department and members thereof may prohibit parking upon any street, and any owner, driver or operator of any vehicle when called upon by a police officer at any such time to remove the same shall do so



immediately, and if such owner, driver or operator cannot be found, any police officer may himself remove such vehicle.

#### RIGHT AND LEFT HAND TURNS

Section 6. No vehicle shall be turned to the right or to the left for the purpose of entering into or upon another street at the intersection of Washington and Meridian Streets during the following named periods; from eleven-thirty (11:30) a. m. to two (2) o'clock p. m., and from four-thirty (4:30) p. m. to six (6) o'clock p. m.

#### LEFT HAND TURNS

Section 7. (a) No vehicle shall be turned to its left for the purpose of turning around in any street or for turning into another street at any of the following corners, within such city during the hours any traffic policeman is on duty at such corners: Washington Street and Illinois Street; Washington Street and Pennsylvania Street; Ohio Street and Pennsylvania Street, and Ohio Street and Illinois Street.

(b) At all other street intersections within the Congested District, not named in this section or the preceding section, where traffic officers are on duty, right or left-hand turns may be made when in the judgment of the traffic officer, the condition of traffic will permit.

(c) 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.

#### MOVEMENT OF TRAFFIC

Section 8. (a) On Massachusetts Avenue at Ohio Street, vehicles shall move west with the west bound traffic.

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

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

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

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

#### ONE-WAY STREETS

Section 9. (a) In the Congested District in Wabash, Court, Pearl, Muskingum and Chesapeake Streets, all vehicles shall move in one direction only; entering from the north and proceeding south; and entering from the east and proceeding west.

(b) In Court Street from New Jersey Street to West Street and in Pearl Street from New Jersey Street to Alabama Street, traffic shall enter from the east and move west only.

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

(d) The following named streets are hereby declared to be one-way streets from the hours of eight a. m. to seven p. m., be-

tween the points hereinafter designated; Bird Street, northbound traffic only from Ohio to New York Street; Hudson Street, north bound traffic only from New York Street to Ohio Street; Chesapeake Street, west bound traffic only from Delaware Street to Capitol Avenue.

#### LOADING AND UNLOADING PASSENGERS

Section 10. 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 of any alley intersection.

#### OFFICERS' SIGNALS

Section 11. Traffic officers stationed at street intersections shall direct the movement of all the vehicles within such street intersections by the use of a semaphore or other signals. In case such signal consists of a whistle, such officer shall give one blast of the whistle which shall indicate that traffic shall move north south; two blast of such whistle, which shall indicate that traffic shall move east and west at any intersection where Massachusetts, Indiana, Kentucky or Virginia Avenues intersect; such traffic shall move in case of such signal by three blasts of the whistle, unless otherwise herein provided. A series of short blasts of such whistle shall indicate danger. Traffic shall move in only one direction, and when indicated by such signal, or by signal displayed by such semaphore and operated by traffic or other police officers, indicating the direction to which traffic is to move. These provisions shall govern the movement of all vehicles and all city and interurban cars. These provisions shall also apply to automatic traffic signals wherever the same are in operation.

#### DRIVERS' AND PEDESTRIANS SIGNALS

Section 12. (a) All drivers and pedestrians must at all times comply with any directions given by the voice, hand or other means, by any member of the police or fire force, as to stopping, starting, approaching or departing from any place, the manner of taking up and setting down passengers or loading or unloading goods.

(b) All drivers of vehicles before crossing any sidewalk into or out of driveways or alleys shall give warning to pedestrians using the same, of their intention so to do by sounding the horn or by some other distinct manner.

#### PEDESTRIANS

Section 13. (a) All pedestrians crossing the street intersections in the Congested District shall cross at right angles, and shall not cross diagonally at such intersections. Such pedestrians shall cross only on the signal of the traffic officer, if one is stationed at such crossing, and shall move only in the direction of the traffic.

#### TAXICAB AND BUS STANDS

Section 14. (a) No taxicab shall park at any place within the Congested District, except within the following places:

1. For a continuous space of one hundred fifty (150) feet on the northeast end of the first block of Kentucky Avenue south of Washington Street in the center of Kentucky Avenue.
2. For a continuous space of one hundred fifty (150) feet on the east end of Market Street, between Illinois Street and Capitol Avenue on the north side thereof.
3. On the east side of Illinois Street, between Washington Street and Court Street, provided however, that no such Taxicabs

shall be parked within fifty (50) feet of the north curb line of Washington Street.

4. On the north side of Jackson Place, between Illinois Street and McCrea Street, provided however, that all such taxicabs shall be parked at right angles with the north curb of Jackson Place, with the rear of such machines parked flat against the curb; and provided further that no such taxicabs shall be parked within fifty (50) feet of the east curb line of Illinois Street or the west curb line of McCrea Street.

5. For a continuous space of eighty feet on the southwest end of the first block of Kentucky Avenue south of Washington Street, in the center of Kentucky Avenue.

6. Between the hours of eight o'clock a. m. and seven o'clock p. m., no vehicles except taxicabs shall park in or on any of the aforesaid spaces reserved for taxicabs. And in the space described in subsection five (5) interurban busses only shall be parked within said time limits.

#### TRAFFIC IN VICINITY OF UNION STATION

Section 15. (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.

#### COMMERCIAL DELIVERY VEHICLES

Section 16. (a) On all streets, alleys and public places, commercial delivery and slow moving vehicles, shall be operated within three (3) feet of the right hand curb of such street, unless prevented from doing so by another vehicle at or near such curb.

(b) No commercial delivery vehicle shall be operated within the Congested District on Washington, Market, Ohio, Pennsylvania, Meridian or Illinois Streets, except to haul loads over said streets to be delivered within such Congested District, or to haul any load from a point within such Congested District or to some other point inside or outside of such Congested District, provided, however, that in any such case, such vehicle shall be driven over the shortest route within such Congested District. No commercial vehicle or vehicles used for heavy hauling shall be operated on Meridian Street between Sixteenth Street and Fall Creek Boulevard except where the same is necessary and unavoidable in delivering goods or materials to and from points within such territory, provided however, that in any such cases, such vehicle shall be driven over the shortest route necessary within such territory.

#### REGULATIONS OF COMMERCIAL VEHICLES

Section 17. (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 places, if either such vehicle or its load or the contents thereof make a lot of unusual noise. All vehicles shall be constructed or loaded in a manner to prevent the contents from being scattered upon or over the street.

(c) No vehicle shall be driven or maintained upon the streets or public places of such city, containing any material or load projecting a distance of more than five (5) feet from the rear end of such vehicle, unless the same shall be provided with a signal as



herein provided. From the hours of thirty (30) minutes after sunset to thirty (30) minutes before sunrise such vehicle shall have attached to the rear end of such load, a red light of sufficient rays to be visible a distance of two hundred (200) feet, and if in the day time such signal shall be a red flag in place of such red light.

#### HORSE-DRAWN AND HUMAN-PROPELLED VEHICLES

Section 18. All horse-drawn vehicles and human-propelled, including bicycles, shall maintain a lighted light of white rays on the front and red light on the rear thereof, both of which shall be visible for a distance of one hundred (100) feet, while such vehicle is in or upon any street, alley or other public place in such city during the period from one-half ( $\frac{1}{2}$ ) hour after sunset until one-half ( $\frac{1}{2}$ ) hour before sunrise.

#### TOWING VEHICLES

Section 19. No vehicle shall tow another in or upon any street or public place unless such vehicle are operated at a distance of less than fifteen (15) feet apart. If such vehicle being towed at any time between one-half ( $\frac{1}{2}$ ) hour after sunset, and one-half ( $\frac{1}{2}$ ) hour before sunrise, such vehicle being towed shall maintain lights on both sides and the rear thereof, visible in the rear and on both sides for a distance of at least two hundred (200) feet.

#### TRAILERS

Section 20. Not more than one vehicle with or without motive power, commonly called a trailer, may be attached to another vehicle having motive power.

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

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

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

#### AGE OF DRIVER

Section 21. No one under sixteen (16) years of age shall be permitted to drive any motor vehicle or motor bicycle and no one under fourteen (14) years of age shall be permitted to drive any horse-drawn vehicle.

#### OWNER PERMITTING CHILD TO DRIVE

Section 22. It shall be unlawful for the owner of any motor vehicle or motor bicycle or other person, to permit the same to be driven by any person under sixteen (16) years of age, and it shall be unlawful for the owner of any horse-drawn vehicle or other person to permit the same to be driven by any person under the age of fourteen (14) years.

#### HANGING ON VEHICLES

Section 23. No one shall ride upon, hold to or hand upon any vehicle in such manner, that his body or any part of it, shall protrude beyond the limits of the vehicle.

#### SMOKE, VAPOR AND LIGHTS

Section 24. (a) No vehicles excepting those of the Fire Department, Police Department, Emergency Ambulances and Salvage Corps, shall use red light, as flash lights or spot lights on the front of said vehicles.



### QUIET ZONE

Section 25. (a) There is hereby created and established a "Zone of Quiet", in all territory embraced in a distance of two hundred and fifty (250) feet from the premises of each hospital in such city. The Board of Public Safety may place at some conspicuous place in said street, within such radius of two hundred and fifty (250) feet, a sign or placard, containing the following words, "ZONE OF QUIET." No person or vehicle shall make any loud or unusual noise, sound or music within or upon any of the streets, alleys, or public places within any such "Quiet Zones," and the making of the same is hereby declared to be a nuisance.

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

(c) No siren, whistle, gong, horn or device, such as are used by the Fire Department vehicles, Police Department vehicles, Salvage Corps vehicles, Emergency ambulances, both public and private, U. S. Mail vehicles, and the Emergency Repair vehicles of public utility companies, shall be used on bicycles, motor bicycles, automobiles, motor trucks, or other vehicles not herein mentioned and such use thereof is declared to be a nuisance.

Section 26. (a) Street cars shall have the right-of-way over all other traffic except as herein otherwise provided, between cross streets. In case any vehicle or person shall be in or upon any track over which an approaching street car is traveling, the operator of such street car shall signal the driver of such vehicle, and upon such signal it shall be the duty as soon as practicable for such driver of such vehicle or such pedestrian to turn out of such track.

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

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

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

Section 27. 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 persons, firm or corporation violating any of the above provisions of this ordinance shall upon conviction be fined in any sum not exceeding Three Hundred (300.00) Dollars, to which may be added imprisonment not exceeding one hundred and eighty (180) days.

Section 28. All ordinances or parts of ordinances in conflict herewith are hereby repealed, provided however, that none of the provisions of this ordinance shall affect any pending cause of action or rights of action, either civil or penal, arising or growing out of any violation of any of the provisions of any ordinance or parts of ordinances.

This ordinance shall be in full force and effect from and after its passage and publication as required by law. And that as amended the same do pass.

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

Mr. Bramblett moved that the reports from the committees be concurred in. Carried.

INTRODUCTION OF APPROPRIATION ORDINANCES

By the City Controller:

APPROPRIATION ORDINANCE NO 16, 1923

AN ORDINANCE, appropriating the sum of One Thousand Three Hundred Sixty-nine (\$1,369.91) Dollars and Ninety-one cents, to the fund of "Compensation to Injured City Employees" in the Department of Law, for the payment of a claim against the City of Indianapolis, being claim No....., before the Industrial Board of Indiana.

WHEREAS, one Frank Squires, while an employee of the city of Indianapolis was injured in the line of his duty on the 9th day of May, 1922, which injury resulted in the total loss of vision to his right eye, and

WHEREAS, the said Frank Squires is entitled by law to recover compensation from said city for such loss, in the amount of Thirteen dollars and Twenty cents (\$13.20) per week for one hundred fifty weeks, and

WHEREAS, the city of Indianapolis with the approval of the Industrial Board of Indiana has paid to said Squires the total sum of Five Hundred Sixty-seven dollars and sixty cents (\$567.60), of his said claim, and the said Industrial Board of Indiana approved a lump sum settlement of the balance owing to said Squires on his claim which lump sum is in the sum of One Thousand Three Hundred Sixty-nine dollars and Ninety-one cents (\$1,369.91), and

WHEREAS, there is not in said fund for "Compensation to Injured City Employees," a sufficient amount of money with which to pay said claim,

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

Section 1: That there be and is hereby appropriated to the fund of "Compensation to Injured City Employees," for the payment of claim ....., before the Industrial Board of Indiana, entitled Frank Squires vs. City of Indianapolis, the sum of One Thou-

sand Three Hundred Sixty-nine dollars and Ninety-one cents, (\$1,369.91).

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

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

By the City Controller:

APPROPRIATION ORDINANCE NO. 17, 1923

AN ORDINANCE appropriating the sum of Thirteen Hundred Fifty (\$1350.00) Dollars out of any unappropriated funds of the City of Indianapolis to the Salaries Fund in the Building Department under the Department of Public Safety, 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 the sum of Thirteen Hundred Fifty (\$1,350.00) Dollars be and the same is hereby appropriated out of any unappropriated funds of the City of Indianapolis, to the Salaries Fund in the Building Department under the Department of Public Safety to be used for the purpose of paying the salary of an additional Building Inspector for the balance of the year 1923.

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

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

INTRODUCTION OF GENERAL AND SPECIAL ORDINANCES

By the City Controller:

GENERAL ORDINANCE NO 38, 1923

AN ORDINANCE transferring the sum of Three Thousand (\$3,000.00) Dollars from the "New Motorcycle Fund" of the Department of Public Safety and reappropriating the same to the "Bicycles and Automobiles for Bicycle Squad" fund of the same department, and declaring a time when the same shall take effect.

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

Section 1. That there be and is hereby transferred the sum of Three Thousand Dollars from the "New Motorcycles" fund of the Department of Public Safety, and that said sum be transferred to and reappropriated to the fund in the same department known as the "Bicycles and Automobiles for Bicycle Squad" fund.

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

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

By the City Plan Commission:

GENERAL ORDINANCE NO. 39, 1923

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

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

Section 1. That the U3, or business district, as established by General Ordinance No. 114, 1922, entitled: "An ordinance dividing the city of Indianapolis into districts for the purpose of regulating and restricting the location of trades, callings, industries, commercial enterprises and the location of buildings designed for specified uses; of classifying, regulating and determining the area of front, rear and side yards and other open spaces about buildings; of regulating and determining the use and intensity of use of land and lot areas within such city; creating a board of zoning appeals, defining certain terms used in said ordinance; providing a penalty for its violation and designating the time when the same shall take effect," be and the same is hereby amended, supplemented and changed so as to include the following described territory in the city of Indianapolis.

Lots 106 to 116 (inclusive) and lots 55 to 60 (inclusive) in Factory Place Add. to the City of Indianapolis. Lots 55 to 70 (inclusive) in Pleasant View Add. Lots 1 to 16 (inclusive) and lot 21 in Avenue Park Add. Lots 183 to 195 (inclusive) and 164 to 172 (inclusive) in J. W. Brown's South East Add. Beginning at the intersection of the easterly line of Churchman Ave. and the south line of lot 21, Avenue Park Add. extended; thence east 120 feet; thence northwesterly parallel to Churchman Ave. to the south line of New Crown Cemetery; thence west to the easterly line of Churchman Ave.; thence along said line to the place of beginning. Lots 46, 47, 48, 49, 140, 141, 142, 143, 253, 254, 255 in Fletcher's Highland Park Home Add. Beginning at the intersection of the west line of Churchman Ave. and the first alley north of Calhoun St.; thence along the west line of Churchman Ave. to a point 120 feet south of the south line of Beecher St.; thence west 120 feet; thence south parallel to Churchman Ave. to the first alley north of Calhoun St.; thence east to the place of beginning. Lots 32 and 33, Pleasant View Add. Lots 224 to 231 (inclusive), lots 284 and 285 in J. W. Brown's South East Add. Beginning at the intersection of Bethel Ave. and the first alley east of Calvin St.; thence north to a point 120 feet north of the north



line of Minnesota St.; thence west to a point 200 feet east of the east line of Keystone Ave.; thence to Bethel Ave.; thence along Bethel Ave. to the place of beginning. Lots 5 to 23 (inclusive) and lots 28 to 53 (inclusive) in A. W. Denny's Big Four Add. Lots 19 to 27 (inclusive) and lots 126 to 134 (inclusive) in The Justus C. Adams South Park Add. Lots 1, 2 and 3 in Bash's Southeastern Add. Lots 1, 2 and 3 of Bradbury and Co.'s South East Add. Beginning at the intersection of Raymond St. and Keystone Ave. thence south 150 feet; thence west to a point 124 feet west of the west line of Keystone Ave.; thence north to Raymond St.; thence east to the place of beginning.

Lots 666 to 672, 708 to 726 742 to 746 (all inclusive) of Montrose Addition to the City of Indianapolis. Beginning at the intersection of 42nd St. and the east right-of-way line of the Lake Erie and Western Railroad; thence along said right-of-way line to the north line of 43rd St.; thence east to the southeasterly line of 43rd St.; thence east to the southwesterly line of lot 709 Montrose Addition; thence along the southeasterly line of lots 709 and 708 Montrose Addition to the west line of Keystone Ave.; thence south to the north line of Allisonville Road; thence southwesterly to the north line of 42nd St.; thence west to the place of beginning. Beginning at the intersection of the west line of lot 746 Montrose Addition and the north line of 42nd St.; thence south to the north line of Allisonville Road; thence easterly to the north line of 42nd St.; thence west to the place of beginning.

Beginning at the intersection of the north line of 46th St. and the west right-of-way line of the Chicago, Indianapolis and Louisville Railroad; thence north 344.6 feet; thence east 207 feet; thence south to the north line of 46th St.; thence west to the place of beginning. Lots 74 to 86 of Graceland Park Addition to the City of Indianapolis a depth of 125 feet of Block 6 of Langsdale Estates Subdivision along the frontage on Northwestern Ave. Lots 1 to 5 (inclusive) and 41 to 46 (inclusive) and 60 feet off of the rear of lot 57 on North Brookside Park Addition to the City of Indianapolis. Lots 1, 2 and 3 of North Side Addition to the City of Indianapolis.

Section 2. BE IT FURTHER ORDAINED, that the U1, or dwelling house, district as established by General Ordinance No. 114, 1922, be and the same is hereby amended, supplemented and changed so as to include all of the territory annexed to the City of Indianapolis by Special ordinances No. 1, 2 and 5, 1923, except that portion of such territory included within the descriptions in Section 1 of this ordinance, and lots 54 to 72 (inclusive) of A. W. Denny's Big Four Addition to the City of Indianapolis. Also lots 4 to 11 (inclusive) and 34 to 41 (inclusive) in North Side Addition to the City of Indianapolis.

Section 3. BE IT FURTHER ORDAINED, that the A1, or 7,500 square foot area district as established by General Ordinance No. 114, 1922, be and the same is hereby amended, supplemented and changed so as to include the following described territory:

Beginning at the intersection of Carvel Ave. and 46th St.; thence east to Arsenal Ave.; thence north to a point 194.6 feet north of the north line of 46th St.; thence west to Carvel Ave.; thence south to the place of beginning.

Section 4. BE IT FURTHER ORDAINED, that the A2 or 4,800 square foot area district as established by General Ordinance No. 114, 1922, be and the same is hereby amended, supplemented and

changed so as to include the territory within the following described boundaries:

Beginning at the intersection of the C. I. & L. Ry. and the center line of 44th St. extended; thence east to a point 120 feet west of Martindale Ave.; thence south to a point 120 feet south of 42nd St.; thence east to a point in the west line of lot 746 Montrose Addition extended; thence south to the center line of Fall Creek; thence along the center of Fall Creek to the center of 38th St.; thence west to the C. I. & L. Ry.; thence north to the place of beginning. Beginning at the intersection of Raymond St. and the alley west of Randolph St.; thence east to a point 124 feet west of the west line of Keystone Ave.; thence south 150 feet; thence east to Keystone Ave.; thence south to Walker Ave.; thence west to the first alley west of Randolph St.; thence north to the place of beginning. All that part of the territory annexed to the City of Indianapolis by Special Ordinance No. 1, 1923, except that specifically described in Sections 3, 4 and 5 of this ordinance. Lots 54 to 72 (inclusive) of the A. W. Denny's Big Four Addition.

Section 5. BE IT FURTHER ORDAINED that the A3 or 2,400 square foot area district as established by General Ordinance No. 114, 1922, be and the same is hereby amended, supplemented and changed so as to include the territory within the following described boundaries:

Beginning at the intersection of Raymond St. and State Ave. thence east to the first alley west of Randolph St.; thence south to Walker Ave.; thence along Walker Ave. to State Ave.; thence north to the place of beginning. Lots 199 to 214 (inclusive) in Fletcher's Highland Park Home Addition. Beginning at the intersection of Raymond St. and the alley west of Canby St. extended, south; thence north to a point 120 feet north of the north line of Minnesota St.; thence west to a point in the alley east of Calvin St. extended north, thence south to the south line of lot 284 of J. W. Brown's Southeast Addition; thence west along the south lines of lots 284, 231 and 224 of said addition and lot 32 of Pleasant View Addition to the alley west of Keystone Ave.; thence north 80 feet; thence west to the alley east of St. Paul St.; thence south 732 feet; thence east to the alley east of Fullenwider St.; thence south to Reformers Ave.; thence east to the alley east of Keystone Ave.; thence south 439 feet; thence east to Calvin St.; thence south to the south line of New Crown Cemetery; thence east 120 feet; thence south parallel to Churchman Ave. to Raymond St.; thence east to the place of beginning. The triangle bounded by Reformers, Keystone and Churchman Aves. Beginning at the intersection of the intersection of 44th St. and Keystone Ave.; thence south to the center of Fall Creek; thence along the center of Fall Creek to a point in the west line of lot 746 Montrose Addition extended; thence north to a point 120 feet south of 42nd St.; thence west to a point 120 feet west of Martindale Ave.; thence north to 44th St.; thence east to the place of beginning. All that territory annexed to the City of Indianapolis by Special Ordinance No. 1, 1923, heretofore described in this ordinance as U3 or business districts. Lots 4 to 11 (inclusive) and 34 to 41 (inclusive) of North Side Addition to the City of Indianapolis.

Section 6. BE IT FURTHER ORDAINED that the H1 or 50 foot height district as established by General Ordinance No. 114, 1922, be and the same is hereby amended, supplemented and changed so as to include all the territory annexed to the City of Indianapolis by

Special Ordinances No. 1, 2 and 5, 1923. Lots 28 to 72 (inclusive) of A. W. Denny's Big Four Addition. Lots 1 to 11 (inclusive) of North Side Addition to the City of Indianapolis.

Section 7. This ordinance shall go into immediate effect upon its passage and publication according to law.

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

My Mr. Ray:

GENERAL ORDINANCE NO. 40, 1923

AN ORDINANCE AMENDING Section 956 of General Ordinance No. 12, 1917, 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 956 of General Ordinance No. 12, 1917, be and the same is hereby amended to read as follows. Section 956, P. R. R. Co. The Pennsylvania Railroad Company shall install, maintain and operate safety gates at the intersection of the railroad tracks, owned and operated by it constituting a part of what is known as its Louisville Division with each of the following streets: Madison Avenue, Palmer and Minnesota, which gates shall be operated twenty-four hours per day, each day in the year.

Said Company shall maintain flagmen at the intersection of said tracks with Southern Avenue, Caven Street and Raymond Street, which flagmen shall be on duty twenty-four (24) hours per day, every day in the year.

Said company shall establish and maintain safety gates at the intersection of tracks forming a part of what is known as its Indianapolis Division with the following streets: Noble, Cruse, Leota, Southeastern Avenue and State, which gates shall be operated twenty-four (24) hours per day, every day in the year.

Said company shall install, maintain and operate signal bells at the intersection of said tracks with Arlington Avenue and Oriental Street, the same to be operated twenty-four (24) hours per day, every day in the year. Said company shall in addition to the above, maintain two crossing flagmen on the ground at the intersection of said tracks and Southeastern Avenue and Oriental street, said flagman to be on duty twenty-four (24) hours per day, every day in the year.

Said company shall maintain flagmen at the intersection of said tracks with the following streets: Davidson, Pine, Emerson Avenue Butler Avenue, Downey Avenue, Ritter Avenue, and Audubon Road; such flagmen to be on duty twenty-four (24) hours per day and every day in the year.

Said company shall maintain a flagman at the intersection of the tracks owned or operated by it, constituting a part of what is known as its St. Louis Division, with each of the following streets: Belmont Avenue and Harding Street, which flagmen shall be on duty twenty-four hours per day, every day in the year.

Said company shall maintain flagmen at the intersection of



tracks owned or operated by it constituting a part of what is known as its Indianapolis and Vincennes Division with Oliver Avenue (or river) which flagmen shall be on duty twenty-four (24) hours per day, every day in the year: Harding Street, which flagman shall be on duty from seven o'clock A. M. until seven o'clock P. M. every day in the year, and shall install and operate signal bells at West Morris Street, at what is known as the Starch Works Switch.

Section 2. This ordinance shall be in full force and effort from and after its passage and publication as required by law.

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

By the Board of Public Works:

GENERAL ORDINANCE NO. 41, 1923

AN ORDINANCE, ratifying, confirming and approving a certain contract made and entered into on the 2nd day of April, 1923, by the City of Indianapolis, by and through its Board of Public Works, with the approval of its Mayor and The International Motor Company of Indianapolis, Indiana, whereby said city is authorized to purchase from said The International Motor Company two (2) two and one-half ton to three ton (2½ to 3) model A. B. Mack Trucks with equipment for the total amount of Eight Thousand Five Hundred Fifty-four Dollars and Sixteen Cents (\$8,554.16) and declaring the 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 2nd day of April, 1923, the City of Indianapolis, Indiana, by and through its Board of Public Works with the approval of the Mayor entered into a certain contract and agreement with The International Motor Company of Indianapolis, Indiana, for the purchase of two (2) two and one-half to three (2½ to 3) ton model A. B. Mack Trucks with equipment which said contract is in the words and figures following, to wit:

CONTRACT

THIS AGREEMENT, made by and between The International Motor Company, party of the first part and city of Indianapolis by and through its Board of Public Works with the approval of the Mayor. party of the second part.

WITNESSETH: The party of the first part hereby sells and agrees to deliver on cars at Indianapolis, Indiana, the Apparatus and Equipment, complete as hereinafter described. Two 2½-ton to 3-ton, model A. B. Mack Trucks equipment with the following Steel Cab, Windshield, Steel Dump Body and mechanical (Hydraulic) hoists, Army Type Pintle Hook, Driver's Mirror as per specifications attached.

The Proposal and Specifications attached hereto are part of this agreement and contract; the goods delivered are to conform thereto and are sold in accordance therewith and subject to the conditions which are written below.

The party of the second part hereby acknowledges the purchase of the Apparatus and Equipment as described by the said Proposal



and Specifications and agrees to pay for same when delivered as aforesaid, the sum of Eight Thousand Five Hundred Fifty-four and 16-100 Dollars (\$8,554.16) to be paid to the International Motor Company, or its authorized agent, according to the terms agreed upon and which are as follows: Sixty (60) days net, or two (2) per cent ten (10) days.

The attached warranty is made a part hereof. This contract on the part of the City of Indianapolis shall be of no force and effect unless specifically authorized by ordinance of the Common Council of the City of Indianapolis.

In Witness whereof, the parties have hereunto set their hands and official seal this 2nd. day of April, 1923.

THE INTERNATIONAL MOTOR COMPANY

By George M. Bailey.

Indianapolis Manager

Party of the First Part.

CITY OF INDIANAPOLIS

Charles E. Coffin,

W. H. Freeman

M. J. Spencer,

Board of Public Works

Party of the Second Part

WARRANTY

Warranty covers a period of one year from date of delivery, and the terms thereof are stated as follows:

The Builders will replace at their factory, free of cost, except transportation, such part or parts as may be returned to them because of defects due to faulty materials or improper workmanship.

The Purchaser assumes all other expense incident to demonstration, maintenance and operation, together with such risks, damages or costs as may result from either accident or improper usage.

Warranty 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.

Section 2. That the foregoing contract and agreement made and entered into on the 2nd day of April, 1923, by the City of Indianapolis, by and through its Board of Public Works and Mayor and The International Motor Company be and the same is hereby in all things ratified, confirmed and approved in accordance with the terms, provisions and conditions thereof.

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

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

By Mr. Buchanan::

GENERAL ORLINANCE NO. 42, 1923

AN ORDINANCE repealing Sub-section 19, of Section 866 of general Ordinance 12, 1917, being an Ordinance concerning the govern-

ment of the City of Indianapolis, providing penalties for its violation, with stated exceptions and repealing all former Ordinances.

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

Section 1. That Sub-section 19, of Section 866 of General Ordinance No. 12, 1917, as amended commonly known as "The Code," which Sub-section reads as follows:

19. FUNERAL PROCESSION. No funeral procession or hearse, nor any vehicle carrying the body of any deceased person shall be allowed to pass along any boulevard;" be, and the same hereby is wholly repealed and nullified, and from and after the passage of this Ordinance shall be no further force or effect.

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

APPROVED

S. L. Shank  
Mayor.

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

By Mr. Ray:

#### SPECIAL ORDINANCE NO. 7, 1923

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

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

Section 1. That the following described territory now within the corporate limits of the City of Indianapolis be, and the same is hereby disannexed from and thrown out of the City of Indianapolis, Indiana, to wit:

Beginning at a point on the north line of Sixteen Street (also known as Crawfordsville Road) said point being in the center line of the first alley west of Berline Street; thence north with the center line of the aforesaid alley to the center line of Seventeenth Street; thence east with the center line of Seventeenth Street to the west line of Berline Street; thence northwest with the aforesaid west line and street following the corporation line to a point in the east line of the Lafayette Road, said point being the northeast corner of the intersection of the Myers Road and the Lafayette Road; thence southeast along the east line of the Lafayette Road to a point where the Riverside Park property ends in said line; thence east along the Riverside Park property line to the west bank of White River, thence southeast with the meandering of the west bank of White River to the north line of Sixteenth Street, (also known as Crawfordsville Road); thence west with the north line of Sixteenth Street (also known as Crawfordsville Road) to the place of beginning.

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

Which was read a first time.

Mr. Ray moved that the rules be suspended and Special Ordinance No. 7, 1923, be placed upon its passage.

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

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

Mr. Ray called for Special Ordinance No. 7, 1923, for second reading. It was read a second time.

Mr. Ray moved that Special Ordinance No. 7, 1923, be ordered engrossed, read a third time and placed upon its passage. Carried.

Special Ordinance No. 7, 1923, was read a third time and passed by the following vote:

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

By Mr. King:

#### SPECIAL ORDINANCE NO. 8, 1923

AN ORDINANCE disannexing and throwing out of the corporate limits of the City of Indianapolis certain unplatted ground now a part of the City of Indianapolis.

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

Section 1. That the following described unplatted real estate now a part of the City of Indianapolis, be and is hereby disannexed and thrown out of the corporate limits thereof, to wit:

A part of the southeast fractional quarter ( $\frac{1}{4}$ ) of Section thirty-six (36), Township seventeen (17), North, Range three (3) East, described as follows: Beginning on the south line of said quarter-section at a point twelve hundred and twenty-one and  $\frac{92}{100}$  (1221.92) feet west of the southeast corner thereof; thence north five hundred seventy and  $\frac{9}{10}$  (570.9) feet to a point; thence east parallel with the south line of said section five hundred seventy and  $\frac{24}{100}$  (570.24) feet to a point; thence north thirteen hundred



ninety and  $\frac{8}{100}$  (1390.08) feet to a point six hundred sixty-three and  $\frac{30}{100}$  (663.30) feet from the east section line, and thence west parallel with the south line four hundred and fifty-one (451) feet to a point; thence south two hundred twenty-six and  $\frac{5}{10}$  (226.5) feet; thence west parallel with the south line three hundred fifty-three and  $\frac{1}{100}$  (353.01) feet to low water mark in White River; thence south twelve and  $\frac{5}{10}$  ( $12.0^\circ$ ) degrees west four hundred and fifteen (415) feet; thence south twenty-three ( $23^\circ$ ) degrees west three hundred twenty-four and  $\frac{72}{100}$  (324.72) feet to a point; thence south thirty-one and  $\frac{3}{4}$  ( $31\frac{3}{4}^\circ$ ) degrees west five hundred and  $\frac{28}{100}$  (500.28) feet to a point; thence south forty-five and  $\frac{1}{4}$  ( $45\frac{1}{4}^\circ$ ) degrees west two hundred and seventeen and  $\frac{8}{10}$  (217.8) feet to a point; thence south sixty-four ( $64^\circ$ ) degrees west three hundred forty-eight and  $\frac{48}{100}$  (348.48) feet to a point; thence west along said White River four hundred and ninety-eight (498) feet to a point; thence south sixty and  $\frac{72}{100}$  (60.72) feet to the north property line of the roadway; thence east along the north property line of said roadway four hundred and ninety-eight (498) feet to a point; thence south fifty-seven ( $57^\circ$ ) degrees east three hundred eighty and  $\frac{82}{100}$  (380.82) feet to a point; thence east eight hundred five and  $\frac{78}{100}$  (805.78) feet to the place of beginning.

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

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

#### ORDINANCES ON SECOND READING

Mr. Thompson called for General Ordinance No. 28, 1923, for second reading. It was read a second time.

Mr. Thompson moved that General Ordinance No. 28, 1923, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 28, 1923, was read a third time and passed by the following vote:

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

Mr. Thompson called for General Ordinance No. 33, 1923, for second reading. It was read a second time.

Mr. Thompson moved that General Ordinance No. 33, 1923, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 33, 1923, was read a third time and failed to pass by the following vote:

Ayes, none.

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

Mr. Thompson called for General Ordinance No. 34, 1923, for second reading. It was read a second time.

Mr. Thompson moved that General Ordinance No. 34, 1923, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 34, 1923, was read a third time and failed to pass by the following vote:

Ayes, None.

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

Mr. Thompson called for Appropriation Ordinance No. 9, 1923, for second reading. It was read a second time.

Mr. Thompson moved that Appropriation Ordinance No. 9, 1923, be ordered engrossed, read a third time and placed upon its passage. Carried.

Appropriation Ordinance No. 9, 1923, was read a third time and passed by the following vote:

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

Mr. Claycombe moved that Appropriation Ordinance No. 11, 1923, be ordered engrossed, read a third time and placed upon its passage.

Mr. Ray moved that Mr. Claycombe's motion be laid upon the table.

The roll was called and Mr. Claycombe's motion was laid upon the table by the following vote:

Ayes, 5, viz.: Messrs. Buchanan, Clauer, Ray, Thompson and President John E. King.

Noes, 4, viz.: Messrs. Bernd, Bramblett, Claycombe and Wise.

Mr. Thompson called for General Ordinance No. 36, 1923, for second reading. It was read a second time.

Mr. Wise moved that General Ordinance No. 36 1923, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 36, 1923, was read a third time and passed by the following vote:

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

Mr. Bernd called for General Ordinance No. 35, 1923, for second reading. It was read a second time.



Mr. Wise moved that General Ordinance No. 35, 1923, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 35, 1923, was read a third time and passed by the following vote:

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

Mr. Wise called for General Ordinance No. 37, 1923, for second reading. It was read a second time.

Mr. Wise moved that General Ordinance No. 37, 1923, be amended as recommended by the committee. Carried.

Mr. Wise moved that General Ordinance No. 37, 1923, be ordered engrossed as amended, read a third time and placed upon its passage. Carried.

General Ordinance No. 37, 1923, was read a third time and passed by the following vote:

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

Mr. Wise moved that General Ordinance No. 23, 1923, and General Ordinance No. 7, 1923, be stricken from the files. Carried.

Mr. Bramblett moved that General Ordinance No. 6, 1923, be stricken from the files.

Mr. Buchanan moved that Mr. Bramblett's motion be laid upon the table.

The roll was called and Mr. Bramblett's motion was laid upon the table by the following vote:

Ayes, 5, viz.: Messrs. Buchanan, Clauer, Ray, Thompson and President John E. King.

Noes, 4, viz.: Messrs. Bernd, Bramblett, Claycombe and Wise.

Mr. Thompson called for Appropriation Ordinance No. 15, 1923, for second reading. It was read a second time.

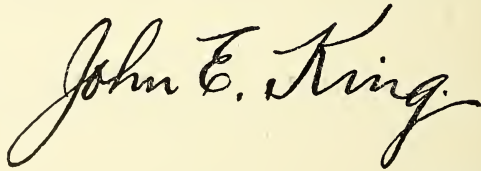
Mr. Thompson moved that Appropriation Ordinance No. 15, 1923, be ordered engrossed, read a third time and placed upon its passage. Carried.

Appropriation Ordinance No. 15, 1923, was read a third time and failed to pass by the following vote:

Ayes, 5, viz.: Messrs. Bernd, Bramblett, Claycombe, Wise and President John E. King.

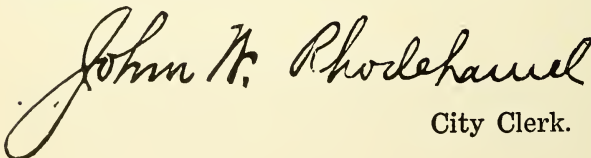
Noes, 4, viz.: Messrs. Buchanan, Clauer, Ray and Thompson.

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



President.

Attest:



City Clerk.