

## REGULAR MEETING

The Common Council of the City of Indianapolis, met in the Council Chamber, Monday evening, December 1, 1924, at 7:30 o'clock in regular session, President Walter W. Wise in the chair.

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

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

## COMMUNICATIONS FROM THE MAYOR

Indianapolis, Ind., November 26, 1924.

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

Gentlemen—I have approved, signed and delivered to John W. Rhodehamel, City Clerk, the following ordinances:

GENERAL ORDINANCE NO. 133, 1924, an ordinance designating Marlowe avenue from Dorman street to Oriental street as a preferential public thoroughfare for the purpose of regulating vehicle traffic over, upon and across the same, providing for the stopping of vehicles at the intersections thereof, fixing the punishment of the violation thereof, and declaring a time when the same shall take effect.

GENERAL ORDINANCE NO. 137, 1924, an ordinance providing for the revision, codification and publication of certain ordinances of the City of Indianapolis, Indiana, and for the appointment of three lawyers to prepare and index the same, and appropriating money to defray the expenses thereof.

GENERAL ORDINANCE NO. 138, 1924, an ordinance transferring the sum of One Thousand (\$1,000.00) Dollars from the New Equipment and Tools Fund in the Electrical Department under the Department of Public Safety to the Motorcycle, Repairs, Tires and Tubes Fund in the Police Department under the Department of Public Safety and declaring a time when the same shall take effect.

GENERAL ORDINANCE NO. 139, 1924, an ordinance transferring the sum of Five Hundred (\$500.00) Dollars from the Unimproved Street Department Maintenance and Supplies Fund and One Thousand (\$1,000.00) Dollars from the Cement and Concrete Bridge Repairs Fund, both funds in the Street Commissioner's Office, under the Department of Public Works, and reappropriating both of said amounts to the Unimproved Street Department Wages Fund, in the Street Commissioner's Office under the Department of Public Works and declaring a time when the same shall take effect.

GENERAL ORDINANCE NO. 140, 1924, an ordinance transferring the sum of Three Thousand Five Hundred (\$3,500.00) Dollars from the New Equipment Fund in the Fire Department under the Department of Public Safety to the Salaries Fund in the Fire Department under the same Department, and declaring a time when the same shall take effect.

GENERAL ORDINANCE NO. 141, 1924, an ordinance amending General Ordinance No. 37, 1923, commonly known as Traffic Ordinance.

SPECIAL ORDINANCE NO. 19, 1924, an ordinance authorizing the sale of certain personal property of the City of Indianapolis, by and through its Board of Public Works and declaring a time when the same shall take effect.

SPECIAL ORDINANCE NO. 21, 1924, an ordinance authorizing the sale, alienation and conveyance of real estate by the Board of Park Commissioners.

Very truly yours,  
LEW SHANK,  
Mayor.

Indianapolis, Ind., November 26, 1924.

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

Gentlemen—I return herewith without my approval Special Ordinance No. 16, 1924, 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.

I would not have vetoed this ordinance had you taken in the intervening territory and had not made the boundaries of the city in such irregular shape as this ordinance and further if you had given those people out there gas, light and other conveniences for their city taxes.

Very truly yours,  
LEW SHANK,  
Mayor.

#### REPORTS FROM CITY OFFICERS

From the Board of Public Works:

Indianapolis, Ind., December 1st, 1924.

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

Gentlemen—At the request of the Board of Public Works I am handing you herewith for passage an ordinance fixing the salary of the Superintendent of the Municipal Garage at Two Thousand Six Hundred (\$2,600.00) Dollars per year, and the salary of the Foreman of the Municipal Garage at Two Thousand (\$2,000.00) Dollars per year.

Yours truly,  
ELMER WILLIAMS,  
Clerk, Board of Public Works.

From the Board of Public Safety:

Indianapolis, Ind., December 1st, 1924.

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

Gentlemen—The Board of Public Safety respectfully recommends the passage of an ordinance fixing the Salary of the Secretary to the Chief of Police at Twenty-four Hundred (\$2400.00) Dollars per year.

The salary provided for this position is now Fifteen Hundred (\$1500.00) Dollars which is deemed insufficient for the services required to be performed in said position.

Am sending you herewith copies of an ordinance covering the same.

Very truly yours,  
BOARD OF PUBLIC SAFETY,  
By Oscar O. Wise, Executive Secretary.

Indianapolis, Ind., December 1st, 1924.

Gentlemen—The Board of Public Safety respectfully requests the passage of an ordinance amending Sub-section F of Section 3 of General Ordinance No. 37, 1923, which amendment provides for making Capitol avenue a preferential street from Maple Road boulevard to Fiftieth street. Attached hereto you will find copies of an ordinance covering the same.

Yours truly,  
BOARD OF PUBLIC SAFETY,  
By Oscar O. Wise, Executive Secretary.

From the City Plan Commission:

Indianapolis, Ind., December 1st, 1924.

Mr. John W. Rhodehamel,  
City Clerk,  
City of Indianapolis.

Dear Sir—At the request of the City Plan Commission, I am handing you herewith an ordinance (12 copies) to be introduced at the meeting of the Common Council on December 1st, 1924.

Yours truly,  
J. CLYDE HOFFMAN,  
Legal Advisor, City Plan Commission.

INTRODUCTION OF GENERAL AND SPECIAL ORDINANCES

By the Board of Public Works:

GENERAL ORDINANCE NO. 154, 1924.

AN ORDINANCE, fixing the salaries of the Superintendent of the Municipal Garage and the Foreman of the Municipal Garage, and repealing all ordinances or parts of ordinances in conflict with the provisions of this ordinance, 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 Salary of the Superintendent of the Municipal Garage is hereby fixed at the sum of Twenty-six Hundred (\$2600.00) Dollars per year.

Section 2. The Salary of the Foreman of the Municipal Garage is hereby fixed at the sum of Two Thousand (\$2,000.00) Dollars per year.

Section 3. The provisions of this ordinance shall be in full force and effect from and after the first day of January, 1925.

Section 4. All ordinances or parts of ordinances in conflict with this ordinance are hereby repealed.

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

By the Board of Public Works:

#### SWITCH CONTRACT.

GENERAL ORDINANCE NO. 155, 1924.

AN ORDINANCE approving a certain contract granting The Cleveland, Cincinnati, Chicago & St. Louis Railway Company the right to lay and maintain a sidetrack or switch from, on, over and across Leota street, in the City of Indianapolis, Indiana, according to blue print attached.

Whereas, heretofore, to-wit: on the 15th day of September, 1924, The Cleveland, Cincinnati, Chicago & St. Louis Railway Company filed its petition before the Board of Public Works of the City of Indianapolis, as follows:

#### PETITION.

To Board of Public Works,  
City of Indianapolis.

Gentlemen: We petition your Honorable Board to grant us the right to lay and maintain railroad tracks or switches on, over and across Leota street in the City of Indianapolis, Indiana, which tracks are more fully described as follows: From the intersection of the north property line of Deloss street and the east property line of Leota street in said City of Indianapolis, measure north along said east property line of Leota street five hundred twenty-three (523) feet to a point "A", where proposed track "AB" intersects said property line; thence continuing last described course, measure eighteen (18) feet to a point "C" where proposed track "CD" intersects said property line; thence continuing last described course measure eighteen (18) feet to point "E," where proposed track "EF" intersects said property line.

Said proposed tracks crossing Leota street at an angle of ninety (90) degrees, being indicated in yellow and marked respectively "AB" "CD" and "EF" on attached plat; the portions of said tracks located in said Leota street being sixty (60) feet in each instance. The blue-prints hereto attached are hereby made a part of this description.

THE CLEVELAND, CINCINNATI, CHICAGO &  
ST. LOUIS RAILWAY COMPANY,

By Frank L. Littleton and Forrest Chennoweth,  
Its Attorneys.

Now, Therefore, This agreement made and entered into this 15th day of September, 1924, by and between The Cleveland, Cincinnati, Chicago & St. Louis Railway Company, a corporation organized and existing under the laws 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, on, over and across Leota street, in the City of Indianapolis, which is more specifically described as follows:

From the intersection of the north property line of Deloss street and east property line of Leota street in said City of Indianapolis, measure north along said east property line of Leota street five hundred twenty-three (523) feet to a point "A," where proposed track "AB" intersects said property line; thence continuing last described course, measure eighteen (18) feet to a point "C" where proposed track "CD" intersects said property line; thence continuing last described course measure (18) feet to a point "E," where proposed track "EF" intersects said property line.

Said proposed tracks crossing Leota street at an angle of ninety (90) degrees, being indicated in yellow and marked respectively "AB" "CD" and "EF" on attached plat; the portions of said tracks located in said Leota street being sixty (60) feet in each instance.

The blueprints hereto attached are hereby made a part of this description; hereby covenants and fully binds it, its successors, legal representatives and assigns, that, in consideration of the grant of the privileges and authority herein given, it 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 Leota 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 violation of any of the provisions of this instrument by said party of the first part, or by any one for it or at its instance or with its permission, shall operate as an immediate and absolute forfeiture of the privileges and authority given or granted by this contract, provided, however, that the same may be terminated by said Board as hereinbefore set forth.

Said party of the second part by virtue of the provisions of an act of the General Assembly of the State of Indiana, entitled "An act concerning municipal corporations," approved March 6, 1905, and in consideration of the things hereinbefore set forth and upon the terms and provisions stipulated, hereby gives, grants and duly vests said party of the first part the right, privilege and authority to lay and maintain an additional sidetrack or switch across Leota 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 will be void unless said track or switches are laid within one year from date of this contract.

THE CLEVELAND, CINCINNATI, CHICAGO &  
ST. LOUIS RAILWAY COMPANY,

In Witness Whereof, We have hereunto set our hands this.....

.....day of.....1902.....

By B. Buers, Its General Superintendent, Party of the First Part.

CITY OF INDIANAPOLIS,

By Charles E. Coffin  
President,

W. H. Freeman  
Board of Public Works,  
Party of the Second Part.  
Party of the Second Part.

Approved:

F. C. Lingenfelter,  
C. C. E.

And Whereas, Said contract has been submitted by the Board of Public Works to the Common Council of the City of Indianapolis, for its consideration and action, now, therefore.

Section 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, that such contract above set forth be, and the same is hereby in all things confirmed and approved.

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

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

By the Board of Public Safety:

GENERAL ORDINANCE NO. 156, 1924.

AN ORDINANCE, fixing the salary of the Secretary to the Chief of Police, repealing all ordinances or parts of 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 the salary of the Secretary to the Chief of Police shall hereafter be and the same is hereby fixed at Twenty-four Hundred (\$2,400.00) Dollars per year.

Section 2. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 3. This ordinance shall be in full force and effect from and after January 1st, 1925.

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

By the Board of Public Safety:

GENERAL ORDINANCE NO. 157, 1924.

AN ORDINANCE, amending sub-section F of Section three (3) of General Ordinance No. 37, 1923, known as the Traffic Ordinance, 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 Sub-Section F of Section three (3) of General Ordinance No. 37, 1923, be and the same is hereby amended by providing that all vehicles, city and interurban cars shall come to a complete stop before continuing into or across Capitol avenue at the street and alley intersections from Maple Road boulevard to Fifteenth street, and that as so amended, said Sub-Section F of Section three (3) of General Ordinance No. 37, 1923, shall read as follows:

(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 Fiftieth street; Meridian street from Washington street to 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 Northwestern 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.

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

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

By the City Plan Commission:

GENERAL ORDINANCE NO. 158, 1924.

AN ORDINANCE, to amend Section 18 of General Ordinance No. 114, 1922.

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

Section 1. That Section 18 of General Ordinance No. 114, 1922, be amended to read as follows:

A. Between a front yard line, as herein established, and the street line in residence districts no building or structure or portion thereof may be erected. Provided however, that steps, a terrace, uncovered porch or wall no exceeding three and one-half feet in height and posts or columns which may be a part of any such wall or fence and not more than six feet in height may be erected between any such front yard line and the street line.

B. In dwelling house districts and apartment house districts front yard lines are hereby established as follows:

1. On a street frontage on either side of a street where more than twenty-five (25%) per cent of such frontage between two intersecting streets, excluding that part thereof which is improved with buildings which are at the street line, the front yard line shall be the alignment of the existing buildings back of the street line.

2. On a street frontage on either side of a street between two intersecting streets, where the front yard line is not established by the provisions of Subdivision B-1 of this section, the distance of the front yard line back from the street line, shall be twenty (20%) per cent of the average or normal depth of the lots constituting such street frontage.

3. The words "existing building" as used herein shall be taken to mean any residence building for which a building license has been lawfully issued and on which work has been begun and completed up to the first floor line.

4. The unit for determining the percentage of frontage between two intersecting streets for the purpose of determining the front yard line regulations herein established, shall be the lot in a sub-division or addition comprising such frontage or a part thereof, the plat for which has been regularly filed for record in the office of the recorder of Marion County, Indiana; or if no such plat has been so filed for record then such unit of frontage shall, for the purposes hereof, be



considered to be a parcel of ground fifty feet in width in the "A-1" district and forty feet in width in all other area districts, whether all of said frontage is owned by one or more persons. Only such lots or parcels as are actually occupied by residence buildings shall be considered as improved frontage in determining the front yard line for any block or part thereof.

Section 2. This ordinance shall go into immediate effect upon its passage and approval by the Mayor.

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

By Mr. Claycombe:

GENERAL ORDINANCE NO. 159, 1924.

AN ORDINANCE amending sections 1018 and 1019 to 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 1018 of General Ordinance No. 12, 1917, be and the same is hereby amended to read as follows:

"Section 1018. ANNUAL PERMIT. An annual permit may be granted for the digging of trenches or other excavations in or under streets, alleys, sidewalks or public places, to steam fitters, licensed plumbers, sewer tappers or sewer contractors. Application for such permit shall, in the first instance, be made to the Board of Public Works, stating the particular kind of trench digging or excavation for which such permit is desired. Such application shall also pledge conformity to any and all ordinances, rules and regulations then in force or thereafter established on said subject; shall set forth the willingness and ability of the applicant to execute the bond required by this ordinance in such cases, and shall be signed by the full name of the person or firm, under which shall be written the street and number of the applicant's place of business or residence. Such application shall be accompanied by a certificate, signed by two reputable citizens, one of whom shall be a practical gas fitter, steam fitter or plumber, (according to the class of work to be engaged in) and the other may be a civil engineer, architect or responsible builder, which certificate shall state that such applicant is known to them as fully qualified for the work proposed to be undertaken. If such application be approved by the Board of Public Works, such approval shall be endorsed thereon, thereupon such applicant shall execute to said City a bond, with surety to the approval of the Mayor, in a sum not less than Five Thousand (\$5,000.00) Dollars, conditioned to save said city harmless from all damages to persons or property which may arise from lack of skill or want of care on the part of such principal or his employees in the prosecution of any such work; that said principal will promptly and at the proper time repair and restore the street, alley, sidewalk or public place so digged into in as good state and condition as the same was in prior to the doing of such work, and that said principal will comply with all ordinances, rules and regula-

tions then in force or thereafter adopted relating to such work and to such restoration of such places to their former condition."

Section 2. That Section 1019 of General Ordinance No. 12, 1917, be and the same is hereby amended to read as follows:

"Section 1019. ISSUING OF ANNUAL PERMIT. FEE. Upon the presentation to the Controller of any such application for annual permit, as described in the preceding section, bearing the approval of the Board of Public Works endorsed thereon, and accompanied by the bond, approved by the Mayor, as provided in the preceding section, the Controller shall issue to such applicant such annual permit, which shall be executed and dated in accordance with the provisions of this ordinance respecting the issuing and dating of licenses generally, and for each such license the applicant shall pay to the Controller a license fee of Fifty (\$50.00) Dollars for the first year, after which such annual license shall be Twenty-five (\$25.00) Dollars. Any such annual permit shall, however, be subject to the provisions of this ordinance respecting a deposit of money in the case of the trenching or excavating in or under streets, alleys, sidewalks or other public places."

Section 3. Such license certificate provided for herein shall at all times be displayed in some conspicuous place in plain view of the public.

Section 4. This ordinance shall be in full force and effect from and after its passage and publication as required by law.

L. D. CLAYCOMBE.

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

By Mr. Claycombe:

GENERAL ORDINANCE NO. 160, 1924.

AN ORDINANCE to amend General Ordinance No. 75, 1921, regulating the operation of "Jitneys" within the City of Indianapolis, Indiana, defining the term "Jitney," providing a penalty for the violation thereof and declaring a time when the same shall take effect.

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

That General Ordinance No. 75, 1921, shall be and hereby is amended to read as follows:

Section 1. For the purpose of this ordinance the term "Jitney" shall be taken to mean any motor propelled vehicle other than a street car, interurban car, railroad car, or railroad locomotive carrying passengers for hire along or over the public streets, avenues or roadways of the City of Indianapolis along a definite advertised, announced or substantially fixed route or routes or from, to, or between definite or substantially fixed terminals, localities or districts. Provided, however, that this ordinance shall not apply to hotel busses, cabs, taxi-cabs or other motor propelled vehicles offering transportation to individual passengers to and from a destination named by such passengers for fares of not less than Twenty-five (25c) Cents per trip; and provided further that this ordinance shall not apply to nor affect motor propelled vehicles operated in connection with any other

system of transportation operating under a franchise from the City of Indianapolis or permit from the Indiana Public Service Commission, or exclusively engaged in the carrying of passengers for hire from said city to places outside thereof and from places outside of said city to points within the same.

Section 2. No person shall operate a "Jitney" within the City of Indianapolis, Indiana, without first having obtained a license therefor and filed a bond with the City Controller as hereinafter provided.

Section 3. Before any person, firm or corporation shall be granted a license under the provisions of this ordinance to operate a "Jitney," such person, firm or corporation shall first file in the office of the City Controller of said city a sworn application in writing setting forth substantially, the name, residence and place of business of the person, firm or corporation applying, together with the name of the person or persons who will drive or operate such "Jitney" and also a description of the vehicle to be operated, including seating capacity, its make, license number and ownership. Such application shall also give a description of the person or persons who will drive or operate such "Jitney" and of any physical defects of such person or persons, the experience of such person or persons in driving motor vehicles and whether such person or persons have ever been convicted for violation of the motor vehicle or traffic laws, either state or city, the number of times and various offenses charged and it shall be the duty of the City Controller before issuing any such license to satisfy himself as to the truth of the statements made in said application and as to the qualifications of the person or persons who propose to drive or operate said "Jitney," and no license shall be issued by said City Controller to any person under the age of eighteen (18) years or who in said application is shown to be practically blind or who has suffered the loss of either hand or foot or who has a serious impairment of the use of his body; or who has been convicted of operating a motor vehicle while under the influence of intoxicating liquors, or who has been convicted two or more times of any violations of the motor speed laws, or who has been convicted of transporting intoxicating liquors, or who has been convicted of any felony in connection with the violation of any other of the motor vehicle or traffic laws.

Section 4. The fees for such license are hereby fixed as follows: For each "Jitney" capable of seating five (5) persons or less, including the driver, One Hundred (\$100.00) Dollars per year. For each "Jitney" capable of seating more than five (5) and less than eight (8) persons, including the driver, One Hundred Twenty-five (\$125.00) Dollars a year.

For each "Jitney" capable of seating more than seven (7) and less than twelve (12) persons, including the driver, One Hundred Fifty (\$150.00) Dollars per year.

For each "Jitney" capable of seating more than eleven (11) persons, including the driver, Two Hundred Fifty (\$250.00) Dollars per year.

Section 5. At the time of the issuance of any license as herein provided, said licensee shall file with the City Controller a route by streets said "Jitney" will travel and its schedule of time; and before any route or schedule is changed, such proposed changed shall be filed with said City Controller. A failure to maintain such route or schedule shall be sufficient cause for the revocation of any license, by the Mayor of said city in the same manner and under the same laws,

insofar as they may be applicable, as other city licenses may be revoked.

Section 6. Before any license shall be issued, as hereinabove provided, the person, firm or corporation applying therefor shall file with the City Controller a continuing bond of some reliable indemnity company authorized to do business under the laws of the State of Indiana, undertaking to indemnify the public against loss or damage to property and injuries to person by reason of the careless or negligent operation of such "Jitney" and to indemnify passengers for loss or damage to property in transportation and for injury to their person by reason of the careless or negligent operation of such "Jitney" or in lieu thereof, may file with the City Controller an insurance policy of some reliable solvent insurance company authorized to do business under the laws of the State of Indiana and payable at all events to indemnify the public against loss as aforesaid.

Any "Jitney" having a seating capacity of less than eight (8) persons including the driver shall furnish bond or insurance policy, as above described, in the sum of Ten Thousand (\$10,000.00) Dollars. Any "Jitney" having a seating capacity of more than seven (7) persons, including the driver, shall furnish bond or insurance, as above described, in the sum of Twenty Thousand (\$20,000.00) Dollars.

Section 7. It shall be unlawful for any person to ride upon the running board or fenders of any "Jitney" or in place or position from which any portion of his body shall extend more than six (6) inches outside of such vehicle.

Section 8. No person, firm or corporation operating any "Jitney" under this ordinance shall receive or discharge passengers upon any street, avenue or roadway upon which there is located any street car tracks or tracks upon and over which street or interurban cars are regularly operated, except such as may be operating in connection with such street railway or interurban lines.

Section 9. Any person, firm or corporation violating any of the provisions of this ordinance shall upon conviction, be fined in any sum not exceeding Three Hundred (\$300.00) Dollars, to which may be added imprisonment not exceeding One Hundred and Eighty (180) days.

Section 10. This ordinance shall be in full force and effect from and after its passage and publication as required by law.

L. D. CLAYCOMBE.

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

#### ORDINANCES ON SECOND READING.

Mr. Bramblett called for General Ordinance No. 142, 1924, for second reading. It was read a second time.

Mr. Bramblett moved that General Ordinance No. 142, 1924, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 142, 1924, was read a third time and passed by the following vote:

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

Mr. Bramblett called for General Ordinance No. 143, 1924, for second reading. It was read a second time.

Mr. Bramblett moved that General Ordinance No. 143, 1924, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 143, 1924, was read a third time and passed by the following vote:

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

Mr. Bramblett called for General Ordinance No. 144, 1924, for second reading. It was read a second time.

Mr. Bramblett moved that General Ordinance No. 144, 1924, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 144, 1924, was read a third time and passed by the following vote:

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

Mr. Bramblett called for General Ordinance No. 145, 1924, for second reading. It was read a second time.

Mr. Bramblett moved that General Ordinance No. 145, 1924, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 145, 1924, was read a third time and passed by the following vote:

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

Mr. Bramblett called for General Ordinance No. 146, 1924, for second reading. It was read a second time.

Mr. Bramblett moved that General Ordinance No. 146, 1924, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 146, 1924, was read a third time and passed by the following vote:

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

Mr. Bramblett called for General Ordinance No. 147, 1924, for second reading. It was read a second time.

Mr. Bramblett moved that General Ordinance No. 147, 1924, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 147, 1924, was read a third time and passed by the following vote:

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

Mr. Bramblett called for General Ordinance No. 148, 1924, for second reading. It was read a second time.

Mr. Bramblett moved that General Ordinance No. 148, 1924, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 148, 1924, was read a third time and passed by the following vote:

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

Mr. Bramblett called for General Ordinance No. 149, 1924, for second reading. It was read a second time.

Mr. Bramblett moved that General Ordinance No. 149, 1924, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 149, 1924, was read a third time and passed by the following vote:

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

Mr. Bramblett called for General Ordinance No. 150, 1924, for second reading. It was read a second time.

Mr. Bramblett moved that General Ordinance No. 150, 1924, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 150, 1924, was read a third time and passed by the following vote:

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

Mr. Buchanan called for General Ordinance No. 151, 1924, for second reading. It was read a second time.

Mr. Buchanan moved that General Ordinance No. 151, 1924, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 151, 1924, was read a third time and passed by the following vote:

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

Mr. King called for Special Ordinance No. 17, 1924, for second reading. It was read a second time.

By Mr. Bernd:

Mr. President—I move to amend Special Ordinance No. 17, 1924, by substituting, in lieu of the original ordinance, the following ordinance:

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 the north property line of West 16th street at its intersection with the east property line of Goodlet avenue; thence north and along the west property line of said Goodlet avenue to the center line of West 18th street; thence west with and along the center line of West 18th street to the center line of Tibbs avenue; thence north with and along the center line of Tibbs avenue to the center line of West 21st street; thence west with and along the center line of West 21st street to the west line of Section 32, Township 16 North, Range 3 East; thence south with and along said Section line to the north property line of West 16th street; thence east with and along the north property line of West 16th street to the point of place of beginning.



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

THEO. J. BERND.

Which failed to carry by the following vote:

Ayes, 2, viz.: Messrs. Bernd and King.

Noes, 7, viz.: Messrs. Bramblett, Buchanan, Clauer, Claycombe, Ray, Thompson and President Walter W. Wise.

Mr. King moved that Special Ordinance No. 17, 1924, be ordered engrossed, read a third time and placed upon its passage. Carried.

Special Ordinance No. 17, 1924, was read a third time and failed to pass by the following vote:

Ayes, 4, viz.: Messrs. Bernd, Clauer, King and President Walter W. Wise.

Noes, 5, viz.: Messrs. Bramblett, Buchanan, Claycombe, Ray and Thompson.

Mr. Bernd called for Special Ordinance No. 20, 1924, for second reading. It was read a second time.

Mr. Bernd moved that Special Ordinance No. 20, 1924, be ordered engrossed, read a third time and placed upon its passage. Carried.

Special Ordinance No. 20, 1924, was read a third time and passed by the following vote:

Ayes, 6, viz.: Messrs. Bernd, Bramblett, Buchanan, Claycombe, Ray and President Walter W. Wise.

Noes, 3, viz.: Messrs. Clauer, King and Thompson.

On motion of Mr. King, General Ordinances No. 132 and No. 152, 1924, were stricken from the files.

On motion of Mr. King, the Common Council at 8:35 o'clock p. m. adjourned.

*Walter W. Wise*  
President.

Attest:

*John N. Rhodehamel*  
City Clerk.