

REGULAR MEETING

Monday, March 7, 1927, 7:30 p. m.

The Common Council of the City of Indianapolis met in the Council Chamber, Monday, March 7, 1927, at 7:30 p. m., in regular session, President Claude E. Negley in the chair.

The Clerk called the roll.

Present: Hon. Claude E. Negley, President, and six members, viz.: Boynton J. Moore, O. Ray Albertson, Walter R. Dorsett, Millard W. Ferguson, Otis E. Bartholomew and Austin H. Todd.

Absent: Robert E. Springsteen and Edward B. Raub.

The reading of the journal was dispensed with on motion of Mr. Dorsett, seconded by Dr. Todd.

COMMUNICATIONS FROM THE MAYOR

Indianapolis, Ind., February 25, 1927.

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

Gentlemen:—I have today approved with my signature and delivered to Wm. A. Boyce, Jr., City Clerk, General Ordinance No. 7, 1927.

AN ORDINANCE, authorizing the city of Indianapolis, to make a temporary loan or loans, for the use of the Board of Health of the City of Indianapolis, Ind., in anticipation of its current revenues and payable out of the current revenues of said Board of Health for the year 1927, authorizing the rate of interest to be charged therefor, providing for legal notice and fixing a time when the same shall take effect.

Yours very truly,

JOHN L. DUVALL,

Mayor.

Indianapolis, Ind., February 29, 1927.

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

Gentlemen:—I have today approved with my signature and delivered to Wm. A. Boyce, Jr., City Clerk, General Ordinance No. 101, 1926.

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.

AN ORDINANCE, authorizing the sale, alienation, and conveyance of real estate by the Board of Park Commissioners of the Department of Public Parks, of the City of Indianapolis, and fixing a time when the same shall take effect.

Yours very truly,

JOHN L. DUVALL,

Mayor.

Indianapolis, Ind., February 29, 1927.

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

Gentlemen:—I have today approved with my signature and delivered to Wm. A. Boyce, Jr., City Clerk, Special Ordinance No. 3, 1927.

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

RESOLUTION NO. 6, 1927.

WHEREAS: The rate of deaths, injuries and the property damage from automobile accidents has become alarmingly high in the city of Indianapolis and whereas, the safety signal devices of the city, having been selected at different times in a haphazard manner, many of which are obsolete, dilapidated and worn out, are of very little value in safeguarding the lives and property of the citizens of Indianapolis.

Very truly yours,

JOHN L. DUVALL,

Mayor.

Indianapolis, Ind., February 29, 1927.

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

Gentlemen:—I have this day vetoed and delivered to Wm. A. Boyce, Jr., City Clerk, General Ordinance No. 8, 1927.

AN ORDINANCE, transferring the sum of Twenty-Eight Thousand Seven Hundred Forty-Three Dollars and Seventy-Five Cents (\$28,743.75) from Fund No. 22, "Heat, Light, Power and Water,

Administration Unit, Board of Works Department," and reappropriating the said sum to Account No. 11, Police Department under the Board of Public Safety, declaring an emergency and specifying a time when the same shall take effect.

Attached you will find legal opinion.

Very truly yours,

JOHN L. DUVALL,

Mayor.

Indianapolis, Ind., February 25, 1927.

*Honorable John L. Duvall, Mayor,
City of Indianapolis:*

Dear Sir:—We wish to acknowledge receipt of a copy of General Ordinance No. 8, 1927, which purports to transfer the sum of \$28,743.75 from Fund No. 22, "Heat, Light, Power and Water Administration Unit, Board of Works Department," and reappropriate the said sum to Account No. 11, Police Department under the Department of Public Safety, declaring an emergency and specifying a time when the same shall take effect.

You have requested from our Department an opinion as to the legality of this ordinance. We are informed that the City Controller did not recommend the above mentioned Ordinance.

After examining the statutes pertaining to this question, it is the opinion of this Department that this Ordinance is invalid. Under the law such an Ordinance must first be recommended by the Controller. (See Section 10306 Burns R. S. 1926). The failure of the City Controller to recommend an appropriation of this character would clearly be fatal to the validity of such an Ordinance.

Thus we respectfully submit our opinion that General Ordinance No. 8, 1927, is invalid.

Very truly yours,

JOHN RUNKELSHAUS,

City Attorney.

JKR:EMK

REPORTS FROM CITY OFFICERS

Indianapolis, Ind., March 7, 1927.

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

Gentlemen:—Attached please find copies of a General Ordinance authorizing the City Controller of the City of Indianapolis to issue and sell bonds in the sum of One Million, Seven Hundred Thousand (\$1,700,000) Dollars for the use of the Board of Health and Charities in the construction of new buildings, driveways, walks, furnishings, machinery, engine, curbs and general equipment at the City Hospital.

I respectfully recommend the passage of this ordinance.

Yours,

WM. C. BUSER,

City Controller.

Indianapolis, Ind., March 7, 1927.

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

Gentlemen:—Attached herewith find copies of a General Ordinance transferring the sum of One Hundred (\$100.00) Dollars from City Plan Fund No. 2-24, "Printing and Advertising" and reappropriating the same to City Plan Fund No. 72-1, "Furniture and Fixtures."

I respectfully recommend the passage of this ordinance.

Yours,

W. C. BUSER,
City Controller.

Indianapolis, Ind., March 3, 1927.

Mr. William Boyce, Jr., City Clerk, and Members of the Common Council, Indianapolis, Indiana:

Dear Sir:—The Board of County Commissioners has a petition filed by Edward A. Miller et al for the improvement of 46th Street from the Monon Tracks to Keystone Avenue and have found that about a quarter of a mile on the West end of 46th Street on the North side is within the city limits, and we are therefore enclosing herewith a Resolution for adoption by the City Council.

We are also enclosing a copy of Resolution passed by the Board of Works in behalf of said improvement. The law contemplates that this shall be submitted to the City Council for adoption but heretofore other attorneys have accepted the Resolution of the Board of Works for such projects.

I would appreciate it if you would kindly present this to the Council next Monday night and have the rule suspended so that the Ordinance will be passed at the one meeting, as bonds have been sold and the attorney will not approve same until action is taken by the City Council.

Very truly yours,

HARRY DUNN,
Auditor Marion County.

STATE OF INDIANA
COUNTY OF MARION

ss:

RESOLUTION TO PERMIT IMPROVEMENT OF 46th STREET
WITHIN THE CITY OF INDIANAPOLIS, INDIANA.

Board of County Commissioners of Marion County:

Whereas, the Board of County Commissioners have determined that "A roadway, the continuation of 46th St., City of Indianapolis, Ind., beginning at the Monon R. R. as the Western Terminus and running East to Keystone Ave., a paved highway, as an Eastern Terminus of said road, the total being less than three miles to wit: approximately 1 1-2 miles."

It is a public utility and should be improved by paving same, and

WHEREAS, a contract has been let for the improvement of said roadway and bonds ordered to be sold to take care of cost of same without any cost to the City of Indianapolis.

AND whereas, it is found that part of said roadway runs within the city limits of Indianapolis, Indiana, and that the Board of Works needs to give its permission for construction of the said roadway within the City limits of Indianapolis, Ind.

Therefore, be it resolved; that the Board of Works sitting in session this 28th day of February, 1927, do hereby permit and authorize the said Board of County Commissioners of Marion County to improve by paving the roadway which is a continuation of 46th St., City of Indianapolis, Ind., beginning at the Monon R. R. as a Western Terminus and running East to Keystone Ave., a paved highway as an Eastern terminus of said road, the total being less than three miles, to wit:

Which roadway runs for a short distance within the city limits of Indianapolis, Ind., it being understood that there will be no cost whatever for improvement of said roadway to the City of Indianapolis, Ind.

R. C. SHANEBERGER,
Member of Board of Works.
L. H. TROTTER,
Member of Board of Works.
OREN S. HACK,
Member of Board of Works.

STATE OF INDIANA
COUNTY OF MARION

ss:

I, Harry Dunn, Auditor of Marion County, do hereby certify that the above is a true and correct copy of proceedings now on file in my office in the matter of the Resolution of Board of Works on the improvement of 46th Street.

Witness my hand and seal this 3rd day of March, 1927.

HARRY DUNN,
Auditor Marion County, Ind.

REPORTS FROM STANDING COMMITTEES

Indianapolis, Ind., March 7, 1927.

Mr. President:—I move that your special committee to which was referred General Ordinance No. 5, 1927, be given more time.

BOYNTON J. MOORE,
O. E. BARTHOLOMEW,
A. H. TODD,
WALTER R. DORSETT,
M. W. FERGUSON.

On motion of Mr. Moore, seconded by Mr. Dorsett, the Council recessed for five minutes at 7:40 p. m. and reconvened at 7:45 p. m.

INTRODUCTION OF GENERAL AND SPECIAL ORDINANCES
By the City Controller:

GENERAL ORDINANCE NO. 15, 1927

AN ORDINANCE, authorizing the sale of One Thousand Seven Hundred (1,700) bonds of One Thousand (\$1,000.00) Dollars each of the City of Indianapolis, payable from the sinking fund of said City or as may be required by law for the purpose of procuring money to be used for the purpose of constructing two (2) new ward buildings, each four stories in height; one new service building; one power plant building, tunnels, drains, driveways, sidewalks, machinery, engine and for general improvement, furnishings and equipment, and for the payment for labor and architectural services, on land owned or acquired by the City for hospital purposes; Providing for legal notice and for the time and manner of advertising sales of bonds and all receipts of bids for the same, together with the mode and terms of sale, appropriating the proceeds of said sale of said bonds to the Department of Health and Charities of said City and fixing the time when the same shall take effect.

THAT WHEREAS, it is necessary and proper for the best interests of the City of Indianapolis and its inhabitants thereof to improve and better conditions with reference to proper and adequate health protection for the City of Indianapolis and its inhabitants, and

WHEREAS, an emergency now exists at the City Hospital on account of there having been condemned the old hospital building, by the Fire Marshall's Office, of the State of Indiana, and on account of inadequate and insufficient accommodations for patients and the operation of the hospital, and the same exists to such an extent that it will be necessary to construct two (2) new ward buildings, each four (4) stories in height; a new service building; a new power plant building, new tunnels, furnishings, machinery, engine and general equipment, and to construct new driveways, curbs, drains, sidewalks, and to complete the same, to meet the necessary requirements and emergencies that now exist and

WHEREAS, this Board after being duly advised, is of the opinion that the cost of such necessary additions, constructions and improvements will be approximately One Million Seven Hundred Thousand (\$1,700,000.00) Dollars, and

WHEREAS, there is not now and will not be sufficient money in the funds of the Board of Health and Charities of the City of Indianapolis with which to meet the aforesaid expenditure of money for the purposes aforesaid, and it being necessary for

the City of Indianapolis to borrow the sum of One Million, Seven Hundred Thousand (\$1,700,000.00) Dollars, and to issue and sell its bonds for that amount.

NOW THEREFORE, BE IT RESOLVED, by the Board of Health and Charities of the City of Indianapolis, Indiana, that an ordinance be prepared and presented to the Common Council of the City of Indianapolis, and to the City Controller for passage authorizing the issuance and sale by the City of Indianapolis, of a Bond issue of One Million Seven Hundred Thousand (\$1,700,000.00) Dollars, for the use of the Board of Health and Charities, for the erection and construction of Two (2) new ward buildings, each four (4) stories in height; a new service building; a new power plant building, new tunnels, furnishings, machinery, engine and general equipment as well as to construct new driveways, curbs, drains, sidewalks and general improvement to said hospital and for the employment and payment of all necessary help and architectural services needed in the inspection, construction and completion of the aforesaid;

WHEREAS, it is by the Common Council of the City of Indianapolis deemed necessary and proper for the best interest of the City of Indianapolis and its inhabitants thereof on account of there having been condemned the old hospital building, by the Fire Marshall's Office of the State of Indiana, to improve and better its condition with reference to proper and adequate health protection for the City of Indianapolis and its inhabitants, and for such purpose to construct a new power house building. Two new ward buildings, each four stories in height; a new service building, new tunnels, furnishings, machinery, engine and general equipment and to construct new driveways, curbs, drains, sidewalks and to complete the same, for hospital purposes for and in connection with the City Hospital of the City of Indianapolis, and

WHEREAS, there is not now and will not be sufficient funds in the treasury of said City with which to accomplish said purpose aforesaid and it will be necessary for the City of Indianapolis to borrow the sum of One Million, Seven Hundred Thousand, (\$1,700,000.00) Dollars for said purpose and to provide for and secure the repayment thereof and to evidence said indebtedness to issue bonds in said amount, payable from the general funds or from the sinking fund of said City or as may be required by law; Therefore,

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

Section 1. That the City Controller be and he is hereby authorized for the purpose of procuring money with which to improve and better conditions with reference to proper and adequate health protection for the City of Indianapolis and its inhabitants and for such purpose to construct a new power house building; two new ward buildings, each four stories in height; a new service building, new tunnels, furnishings, machinery, engine and general equipment

and to construct new driveways, curbs, drains, sidewalks and to complete the same and for all necessary help and architectural services needed in the inspection, construction, and completion of the aforesaid, for the City Hospital of said city, to prepare, issue and sell One Thousand Seven Hundred (1,700) new bonds of the City of Indianapolis, Marion County, Indiana, of the sum of One Thousand (\$1,000.0) Dollars each, which bonds shall bear date of May first, 1927, and shall be numbered from one (1) to One Thousand, Seven Hundred (1,700) both inclusive and shall be designated, "CITY HOSPITAL BONDS, 1927," shall bear interest at the rate of four and one-quarter (4 1-4) per cent, payable semi-annually on the first day of January and the first day of July of each year of the period of said bonds, and said installments of interest shall be evidenced by interest coupons attached to said bonds. The first interest coupon on each of said bonds will be payable on the first day of July, 1928, and semi-annually thereafter on dates aforesaid. Sixty-eight of said bonds shall mature and be payable at the rate of Sixty-Eight Thousand (\$68,000) Dollars in each year for twenty-five (25) consecutive years beginning January 1, 1931, and ending January 1st, 1955. The first coupon attached to each bond shall be for interest on said bond from date until the first day of July, 1928. Said bonds and interest coupons shall be negotiable and payable at the City Treasurer's office of the City of Indianapolis, Indiana; said bonds shall be signed by the Mayor and the City Controller of said City of Indianapolis and attested by the City Clerk, who shall affix the seal of said City to each of said bonds and the interest coupons attached to said bonds shall be authenticated by a lithographed fac-simile of the signature of the Mayor and City Controller of said City engraved thereon, which shall be for all purposes, taken and deemed to equivalent of a manual signing thereof. Said bonds shall be prepared by the City Controller in due form, irrevocably pledging the faith and credit of the City of Indianapolis to the payment of the principal and interest stipulated therein respectively. It shall be the duty of the City Controller at the time of the issue and negotiation of said bonds to register in a book kept for that purpose all of said bonds so issued and negotiated in serial number beginning with number One (1) giving the date of their issuance, their amount, date of maturity, rate of interest and the time and place where said interest shall be payable. Said bonds shall be substantially in the following form, all blanks for numbers and dates to be properly filled before the issuance thereof;

No. ----- \$1,000.00

UNITED STATES OF AMERICA,
 CITY OF INDIANAPOLIS
 MARION COUNTY, STATE OF INDIANA.
 CITY HOSPITAL BONDS, 1927.

For value received, the City of Indianapolis, in Marion County, in the state of Indiana, hereby promises to pay to the bearer without any relief from valuation or appraisalment laws on January -----,

19____, at the City Treasurer's Office of the City of Indianapolis, One Thousand (\$1,000.00) Dollars in lawful money of the United States of America, together with interest thereon, at the rate of four and one-quarter (4 1/4) per centum per annum from date until paid, the first interest payable on the first day of July, 1928, and the interest thereafter payable semi-annually on the first day of January and July respectively, upon presentation and surrender of the proper interest coupons hereunto attached and which are made a part of this bond.

This bond is one of an issue of One Thousand Seven Hundred (1,700) bonds, numbered from One (1) to One Thousand Seven Hundred (1700) both inclusive of date of May first, 1927, issued by the City of Indianapolis, pursuant to an ordinance passed by the Common Council of said City on _____1927, and an act of the General Assembly of the State of Indiana, entitled "an act concerning Municipal Corporations," approved March 6th, 1905, and acts amendatory and supplemental thereto.

It is hereby certified that all the conditions, acts and things essential to the validity of this bond exist, have happened and have been done and that every requirement of law effecting the issue thereof, has been fully complied with and that this bond is within every debt and other limit prescribed by the Constitution and the laws of the state of Indiana, and that the faith and credit of the City of Indianapolis, Indiana, are hereby irrevocably pledged to the punctual payment of the principal and interest of this bond according to its terms.

IN WITNESS WHEREOF, The Common Council of the City of Indianapolis, Indiana, has caused this bond to be signed by the Mayor and the City Controller and attested by the City Clerk, and

the corporate seal of said City to be affixed this as of the _____ day of _____ 192_____.

Mayor

City Controller

Attest:

City Clerk

Section 2. The City Controller shall, as soon as practicable after the passage of this ordinance and after the publication of the notice of the herein determination to issue such bonds as provided in Section Eight (8) of this ordinance, advertise for bids or proposals for said bonds by at least One (1) insertion, each week

for two (2) weeks in two daily newspapers of general circulation, printed and published in the City of Indianapolis, and may otherwise advertise for such bids or proposals as he may deem advisable; said advertisements shall describe said bonds with such minuteness and particularity as the City Controller may see fit and shall set forth the amount of bonds to be sold and the rate of interest they shall bear, that the bidder may bid for all or any part of said bonds, the date of opening bids or proposals therefor, the right of the City Controller to reject any and all bids, the amount of deposit each bidder will be required to make and when and where the bonds shall be delivered and paid for.

Section 3. Each and every bid and proposal shall be presented to the City Controller sealed, and shall be accompanied by a duly certified or cashier's check upon some responsible bank or trust company, of the City of Indianapolis, Indiana, payable to the order of the City Treasurer, for the sum of money which shall equal two and one-half (2½) per cent of the face value of the bonds bid for or proposed to purchase. The City Controller shall continue to receive all bids or proposals therefor, at the office of the City Controller until eleven (11) o'clock A. M. on the day fixed by the Controller and designated in the advertisement for receiving bids and proposals, at which time and place and between the said hour and twelve (12) o'clock noon of said day, he shall open said bids or proposals. The City Controller shall award said bonds or if he shall see fit, a part of any number thereof, to the highest bidder therefor; But said Controller shall have the full right to reject any and all bids or proposals or any part thereof and shall have the right to accept any part of any bid, and to award upon any bid the whole or less number of bonds covered by such bid, he being the sole judge of the sufficiency or insufficiency of any bid. He may also in his judgment and discretion award a part of said bonds to one bidder and a part to another. These provisions shall apply to the case of re-offering and re-advertisement of said bonds as hereinafter provided.

Section 4. In case the City Controller shall reject all bids submitted, or if he shall award only a part of said bonds, he shall re-advertise the bonds remaining unsold in the manner as herein prescribed for the original advertisement, but in such re-advertisement he is authorized and directed to fix the date and the time both for receiving and opening bids or proposals and for the purchasers to take up and pay for the bonds which may be awarded and he shall continue from time to time, in like manner to re-advertise said bonds for sale until said bonds are sold.

Section 5. In case any bid or proposal shall not be accepted and there shall be no award of bonds thereon by the Controller, he shall thereupon return to such successful bidder the certified check accompanying the same. If the Controller shall award the whole or any part of the bonds upon any bid or proposal, he shall thereupon deliver the certified check accompanying the same to the City Treasurer, who shall thereupon present the same for payment and shall be entitled to collect the same and shall hold the proceeds collected until the completion of the purchase for the bonds awarded. If, for any reason, said check shall not be paid upon presentation

such non-payment shall be taken and deemed a breach of contract for the purchase of said bonds upon the part of the purchaser and the City, in that event, shall have the right to readvertise said bonds for sale at once and shall in such event, retain the check and shall have the right to collect the same for its own use, and said check and the proceeds thereof, when collected shall be taken and deemed as agreed and liquidated damages for such breach of contract and as payment to the City. In case any successful bidder shall fail to complete the purchase of bonds so awarded and to pay for the same within the time and manner as herein required, or which may be prescribed by the City Controller as herein provided, the proceeds of such certified check deposited by such bidder shall be taken, considered and deemed and agreed as liquidated damages for the breach of such bidder's contract of purchase and shall be taken and deemed as a payment to the City for such damages and shall be retained and held by said City for its use; But if such successful bidder shall complete the purchase of said bonds awarded to him, pursuant to the provisions hereof and his bid and award thereon, said proceeds of said certified check shall thereupon be returned to such bidder or at the option of the City Controller, at the time of the completion of the sale and payment of these bonds, said proceeds of said certified check may be applied and deemed a payment on account of the purchase of said bonds.

Section 6. Delivery of any bonds sold shall be made at the office of the City Treasurer, of the City of Indianapolis, Indiana, upon such day or days as may be specified in the advertisement or re-advertisement for proposals, or within such time thereafter as may be fixed by the Controller or at such time or times as may be agreed upon by the Controller and the purchaser or purchasers, and the Controller may extend the time for such delivery, not more than ten (10) days after the day or days specified or agreed upon as above provided; And the successful bidder or bidders shall take the bonds awarded to him or them and pay for the same at such place and time, and his or her refusal, neglect or omission to do so shall be a breach of the contract of his bid or proposal, on account of which damages shall be retained or recovered as liquidated as provided in this ordinance.

Section 7. The bonds taken and paid for to the satisfaction of the City Controller shall be binding obligations upon the City of Indianapolis, according to their tenor and effect, and the proceeds derived from the sale or sales of bonds as herein authorized, shall be and hereby are appropriated to the use of the Department of Public Health and Charities, to be used for the purpose mentioned and described in Section One (1) of this ordinance and the City Controller is hereby authorized and directed to draw all proper and necessary warrants and to do whatever act may be deemed necessary to carry out the provisions hereof.

Section 8. The Mayor, City Controller and the Corporation Counsel are hereby authorized and directed to publish notice of the herein determination to issue bonds as required by law.

Section 9. This ordinance shall be in full force and effect from and after its passage and approval by the Mayor.

Which was read a first time and referred to a Special Committee consisting of Mr. Moore, Chairman, Messrs. Dorsett, Ferguson, Todd and Bartholomew.

By the City Controller:

GENERAL ORDINANCE NO. 16, 1927.

AN ORDINANCE, transferring the sum of One Hundred (\$100.00) Dollars from City Plan Fund No. 2-24, "Printing and Advertising" and re-appropriating the same to City Plan Fund No. 72-1, "Furniture and Fixtures," 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 One Hundred (\$100.00) Dollars be and the same is hereby transferred from the City Plan Fund No. 2-24, "Printing and Advertising" and that the same be and is hereby transferred and reappropriated to City Plan Fund No. 72-1, "Furniture and Fixtures."

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 Mr. Moore:

GENERAL ORDINANCE NO. 17, 1927

Traffic Regulations.

AN ORDINANCE To regulate traffic in the streets, alleys and public places of the City of Indianapolis, defining violations thereof, repealing all ordinances in conflict therewith, declaring a penalty and designating a time when the same shall take effect.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA., that the following Traffic Code be adopted for the City of Indianapolis, Indiana:

Section 1. Definitions. (a) The term "Congested District" shall constitute all of that part of the City included within the limits of the north curb line of Michigan street on the north, the west curb line of Senate avenue on the west, the north curb line of South Street on the south and the east curb line of New Jersey Street on the east. (b) 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. (c) The term "Parking" within the meaning of this Ordinance, shall be deemed to mean, placing, al-

lowing, permitting or stopping of any vehicle within any street or public place for any 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.

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

(e) The term "Horses" within the meaning of this Ordinance with reference to traffic 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.

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

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

Section 2. Rules of the Road. (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 shall be operated within three (3) feet of the right-hand curb of such street, unless passing an obstruction or other vehicles 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 overtaking vehicle and not pull over to the right until entirely clear of such overtaking 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. Provided, however, that no such turn shall be made at corners where left-hand turns are herein prohibited.

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

(g) All vehicles, while loading or unloading goods, wares or merchandise, or other material, within the congested district between the hour 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 materials.

(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 and public busses 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 Safety, a near side stop would tend to cause danger, inconvenience or discomfort to passengers or hindrance to traffic at a particular intersection, said Board of Public Safety 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 employes, 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.

Section 3. Right of Way. (a) Fire Department vehicles, Police Department vehicles, Salvage Corps vehicles, Emergency Ambulances, both public and private, U. S. Mail vehicles, 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 have 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 or 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 Delaware Street to Emerson 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 traf-

fic. 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 Westfield Boulevard, the north and south traffic shall have the right-of-way over the east and west traffic. On Meridian Street from Troy Avenue to the canal the north and south traffic shall have the right-of-way over the east and west traffic. On Twenty-fifth Street from Delaware Street east to Sherman Drive east and west traffic shall have the right-of-way over the north and south traffic; On Thirtieth Street from city limits west to city limits east the east and west traffic shall have the right-of-way over north and south traffic; On Emerson Avenue from city limits north to city limits south the north and south traffic shall have the right-of-way over east and west traffic.

(f) All vehicles, city and interurban cars and public busses approaching any of the following named streets and avenues shall come to a complete stop before continuing into or across same:—North Capitol Avenue from Washington Street to Westfield Boulevard; Meridian Street from Troy Avenue to the Canal; East New York Street from Delaware Street to Dorman Street; Marlow Avenue from Dorman Street to Arsenal, East New York Street from Arsenal to Emerson Avenue; East Michigan Street from Big Four Railroad tracks to Emerson Avenue; Washington Street from city limits east to city limits west; Maple Road Boulevard from Northwestern Avenue to Fall Creek; Fall Creek Boulevard north; Washington Boulevard from Fall Creek to the Canal; Delaware Street from Washington Street north to Thirty-second Street; Burdsal Parkway from Northwestern Avenue to East Riverside Drive; Northwestern Avenue from Fifteenth Street to the city limits; Massachusetts Avenue from Ohio Street to the city limits; Kentucky Avenue from Washington Street to the city limits; Clifton Street from Roach Street to Thirty-sixth Street; Indiana Avenue from Ohio Street to Sixteenth Street. Sixteenth Street from Sugar Grove o White River Parkway; Virginia Avenue from Washington Street to Prospect Street; Madison Avenue from South Street to the city limits; Twenty-ninth Street from Capitol Avenue to East Riverside Drive; Pleasant Run Boulevard from Meridian Street east to Prospect Street; Morris Street from Madison Avenue to west city limits; Prospect Street from Fountain Square east to Keystone Avenue; Twenty-fifth Street from Delaware east to Sherman Drive; Thirtieth Street from city limits west to city limits east; on Central Avenue from Thirty-fourth Street north to city limits. The above named Streets and Avenues as set out in this sub section (f) are hereby declared to be preferential streets, for the purpose of regulating traffic upon or crossing over 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 hundred (300) feet.

Section 4. (a) Parking parallel. All vehicles, whenever and wherever parked, except as otherwise provided herein, shall be parked parallel to the curb, and with the outer edge of the tires thereof within six inches of the curb, and with a clear space of three (3) feet left ahead and behind the same except as hereinafter provided.

(b) Parking at an Angle. Within the congested district, as defined in Section 1, Subsection A of this ordinance, the parking of vehicles shall be at an angle of forty-five (45) degrees to the curb thereof on the following streets and avenues:

In Monument Circle; on Washington Street, between Senate Avenue on the west to New Jersey Street on the east, on Virginia Avenue between Washington Street and Maryland; on Ohio street between Pennsylvania and New Jersey; on Kentucky Avenue, between Washington and Maryland; on Indiana Avenue, from Illinois Street to Capitol; on the south side of Georgia Street between Illinois and McCrea; on Market Street, between Delaware and Alabama Streets.

Section 5. Parking. On all streets and avenues thirty feet or less in width from curb to curb, the parking of vehicles shall be restricted to one side of the street; or avenue; if the street runs north and south, parking shall be on the west side only, if the street runs east and west, parking shall be on the north side only, except as hereinafter provided.

Section 6. Parking prohibited. There shall be no parking at any time at the following places:

- (1) The west side of Illinois Street between Washington and Court Streets;
- (2) The east side of Illinois Street between Washington and Pearl Streets;
- (3) The east side of Meridian street between Washington and Pearl Streets;
- (4) The west side of Pennsylvania Street between Washington and Court Streets;
- (5) The South side of Thirtieth Street from Fall Creek to White River;
- (6) The south side of Sixteenth Street from the Monon tracks to Senate Avenue;
- (7) The south side of St. Clair Street from the Monon tracks to Senate Avenue.
- (8) The south side of East Forty-second Street between College and Carrollton Avenue;
- (9) The south side of East Forty-second Street from College to Broadway;
- (10) The east side of Clifton Street between Roach and Thirty-fourth Streets;
- (11) The south side of New York Street from Randolph Street to Emerson Avenue;
- (12) The west side of Bird Street between Ohio and New York Streets;
- (13) The south side of East Tenth Street from Massachusetts Avenue Railroad track elevation to Olney Street;
- (14) The south side of Fourteenth Street between Illinois and Meridian Streets;
- (15) The south side of Fourteenth Street between Meridian and Pennsylvania Streets;
- (16) The south side of Forty-sixth Street from Illinois Street to College Avenue;
- (17) The south side of West Tenth Street from Meridian Street to Indiana Avenue;
- (18) The south side of Howard Street from Harding Street to Belmont Avenue;
- (19) The south side of Nineteenth Street between Illinois and Meridian Streets.
- (20) The south side of Nineteenth Street between Delaware and New Jersey Streets.

(21) The west side of Meridian Street from Bluff Avenue to the Belt Railroad.

(22) The south side of Seventeenth street between Meridian and Pennsylvania Streets;

(23) The east side of Illinois Street between Washington Street and a point forty feet north of Washington Street;

(24) The south side of East New York Street from Oxford Street to Belt Railroad tracks;

(25) The west side of Hawthorne Lane from Washington to Lowell Avenue;

(26) The west side of Fort Wayne Avenue between Pennsylvania and St. Clair Streets;

(27) The west side of Station Street from Roosevelt Avenue to twenty-fifth Street;

(28) The northeast side of Southeastern Avenue from Washington Street to Leota Street;

(29) The west side of Riverside Drive from Eighteenth Street to Nineteenth Street;

(30) The north side of Seventeenth Street from Parke Avenue to Central Avenue;

(31) At the inner curb in Monument Circle;

(32) On the north side of Palmer Street from Shelby Street to Barth Avenue;

(33) In any street or alley in the congested district, where the width of the same is less than forty feet from curb to curb, except on the south side of Court Street between Delaware and Pennsylvania Streets, from 6:30 p. m. to 6:30 a. m.

(34) For a space of twenty-five feet immediately in front of the entrance of any church, hotel, theater, motion picture house, steam railway station, bus station or interurban station, or other public meeting place; within a space of forty feet in front of the entrance of any hotel where such space is reserved to the hotel by special permit from the Board of Public Safety, within a distance of twenty-five feet of any roadway intersection; within ten feet of any city fire hydrant;

(35) On the south side of North street from Cincinnati Street to Noble Street; on the south side of Walnut Street between Liberty and Noble Streets; on the west side of Liberty Street from North Street to Walnut Street; on the west side of Noble Street from North to Walnut Street; between the hours of 6:00 o'clock a. m. and 6:00 o'clock p. m. of each day except Sunday.

(36) On the west side of Butler Avenue, between Washington Street and the Pennsylvania tracks;

(37) On the west side of Osage Street between Ohio and New York Streets;

(38) On the south side of Fortieth Street between Illinois Street and Boulevard Place.

(39) On the east side of Central Avenue from Fort Wayne Avenue to Eleventh Street and on the south side of Henry street between Illinois and Meridian Streets between 6:00 o'clock a. m. and 9:00 o'clock p. m.;

(40) On Oriental Street between Washington Street and the first alley north thereof and on the north side of Washington street from Oriental Street east and west to points 150 feet distant therefrom.

(41) On any bridge or under any elevation within the congested district of the city.

(42) On the west side of Belmont Street from Washington Street to Oliver Avenue.

(43) 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 prohibited, except that at no time, in any street, avenue or alley, shall any vehicle remain parked for a continuous period exceeding twelve hours.

(44) During any public parade, assembly or demonstrations upon the public streets or during any 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 such times to remove the same, shall do so immediately and if such owner, driver or operator cannot be found, any member of the police force may order such car removed from its parking place to a public garage, and notify said owner, driver or operator thereof.

Section 7. Restricted Parking. The parking of vehicles between the hours of 8 a. m. and 7 p. m. in the streets, alleys and public places in the city of Indianapolis, is hereby restricted as follows: (A) To one hour in the district bounded by the south curb line of Maryland Street on the south, the north curb line of New York Street on the north, the west curb line of Capitol Avenue on the west and the east curb line of Delaware Street on the east. (B) To one and one-half hours in the congested district outside of the district bounded in sub-section A above. (C) To Twelve hours on all streets and avenues outside the congested district.

Section 8. Reserved Space. (a) The Board of Public Safety 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, and said Board may mark off and reserve a space not exceeding forty feet in front of the entrance of any hotel for the use of such hotel.

(b) 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, one-half of which shall immediately go into general fund of the city, 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. 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 (18) 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 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 passengers, goods, wares, merchandise or material, 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 balance of the ten dollars deposited with the City Controller shall be forfeited and become a part of the General Fund of the city of Indianapolis, Indiana.

Occupants desiring more than eighteen (18) feet of space may obtain the same on special permit from the Board of Safety and by renting an additional marker for each additional eighteen (18) feet of space desired and for each additional marker shall make a further deposit of ten dollars each.

In addition to the deposit required for markers an annual rental of Fifty (50.00) Dollars shall be paid in advance to the City Controller for the markers for the first eighteen (18) feet and for a marker for each additional eighteen (18) feet they shall pay an annual rental of One Hundred (\$100) Dollars, provided that no more than seventy-two (72) feet shall be so reserved.

Section 9. Parking Permits. Whenever any hotel, having not less than two hundred guest rooms, or any social club or organization having not less than one thousand bona fide members, and which hotel, club, or organization shall be located within the congested district of the city, shall make a request in writing to the Board of Public Safety for special parking space on the street adjacent to such hotel, club or organization, the Board of Public Safety shall set apart not more than two such parking spaces for each hotel, club or organization making such request, which space shall be designated by such board with appropriate markers or standards, and shall be used exclusively for the purpose of parking of vehicles used for the transportation of passengers to and from such hotels, clubs or organizations. In no instance shall such parking space exceed twenty-four feet in length along the curb of such streets. Such hotels, clubs or organizations shall pay to the City Controller a license fee annually of \$25.00 for the use of such standards or markers. Such parking spaces, when so marked off and set aside, shall be used for no other parking purposes than those enumerated in the next preceding section.

Such hotel, club, or organization may designate in writing to the Board of Public Safety from time to time for their respective places, the persons who shall use such parking spaces for such purpose on such adjacent streets. After such spaces have been properly marked off and designated as provided in this section and such hotel, club or organization shall have designated the persons who shall use said space, it shall thereafter be unlawful for any other person to use such parking space.

Section 10. Safety Zones. 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 drivers 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.

No vehicle shall remain stationary in that part of the street parallel to any such Safety Zone 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.

Section 11. Right and Left Hand Turns. 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.

Section 12. Left Hand Turns. (a) No vehicle shall be turned to its left for the purpose of turning around in any street or for turning into another street at any of the following corners, within such city during the hours any traffic policeman is on duty at such corners: Washington Street and Illinois Street; Washington Street and Pennsylvania Street; Ohio Street and Pennsylvania Street, and Ohio Street and Illinois Street.

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.

Section 13. Movement of Traffic. (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 semaphores.

Section 14. One-Way Streets. (a) In the Congested District in Wabash, Court, Pearl, Muskingum and Chesapeake Streets and in McCrea between Georgia and Louisiana Streets and in Louisiana Street between McCrea and Meridian 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., between the points hereinafter designated: Bird Street, northbound traffic only from Ohio to New York Street; Hudson Street, northbound traffic only from New York Street to Ohio Street; Chesapeake Street, west bound traffic only from Delaware Street to Capitol Avenue.

Section 15. Loading and Unloading Passengers. Taxicabs,

busses and other vehicles except street cars must load or unload passengers at a point in the street at the curbing, except where busses run along streets having street car lines within the congested district under which conditions said busses shall use the street car tracks and load and unload passengers at the safety zones.

Section 16. Officers' Signals. Traffic Officers stationed at street intersections shall direct the movements of all 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 will indicate that traffic shall move north and south; two blasts 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.

Section 17. Signals. (a) All drivers and pedestrians must at all times comply with any direction 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.

Section 18. Pedestrians. (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 or "Silent Policeman," if one is stationed at such crossing, and shall move only in the direction of the traffic.

Section 19. Taxicab and Bus Stands. No taxicab shall park at any place within the Congested District except within the following places:

(a) For a continuous space of one hundred and fifty (150) feet on Kentucky Avenue, from the corner of Illinois Street and Kentucky Avenue, on the south-east side of said Kentucky Avenue.

(b) For a continuous space of one hundred and fifty (150) feet on the east end of Market Street between Illinois Street and Capitol Avenue on the north side thereof.

(c) On the east side of South Illinois Street beginning at a

point ten (10) feet south of the south curb line of Jackson Place and extending south a distance of one hundred (100) feet.

(d) For a continuous space of fifty (50) feet west of the west curb line of Illinois Street on the north side of Washington Street.

(e) On the North Side of Washington Street beginning at a point 28 feet west of the west line of Scioto Street and continuing thence west 36 feet.

(f) 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.

Section 20. Delivery Vehicles. (a) On all streets, tleys 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 vehicle 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.

Section 21. Regulations of Vehicles. (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 a load, a red light of sufficient rays to be visible a distance of two hundred (200) feet,

and if in the daytime, such signal shall be a red flag in place of such red light.

(d) 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 of from one-half ($\frac{1}{2}$) hour after sunset until one-half ($\frac{1}{2}$) hour before sunrise.

Section 22. Towing Vehicles. No vehicle shall tow another in or upon any street or public place unless such vehicles 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.

Section 23. Trailers. (a) 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 license 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 provision for lights.

Section 24. Age of Driver. No person under fourteen (14) years of age shall be permitted to drive any horse-drawn vehicle.

Section 25. Permitting Child to Drive. It shall be unlawful for the owner of any motor vehicle or motor bicycle or other person, to permit the same to be driven by any person under sixteen (16) years of age, and it shall be unlawful for the owner of any horse-drawn vehicle or other person to permit the same to be driven by any person under the age of fourteen (14) years.

Section 26. Hanging on Vehicles. No one shall ride upon, hold to or hang upon any vehicle in such manner, that his body or any part of it, shall protrude beyond the limits of the vehicle.

Section 27. Use of Red Light. (a) No vehicles excepting those of the Fire Force, Police Force, Emergency Ambulances and Salvage Corps, shall use red light, as flash lights or spot lights on the front of said vehicle.

Section 28. Quiet Zone. (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 of 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 29. Street Cars. (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 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 30. Front Seats. Not more than three persons, including the driver, shall ride in the front seat of an automobile.

Section 31. Moving. No person, firm or corporation shall move into or out of any building within the Congested District, the furnishings, equipment or personal property of any residence office or business place, in any moving van or vehicle, between the hours of 8 a. m. and 7 p. m. without first procuring a permit to do so from the traffic department of the Indianapolis Police Department. This ordinance is not intended to apply to the delivery of merchandise.

Section 32. Buses. Buses shall stop parallel to the curb on the near side of the crossing only, outside the congested district, except as otherwise provided herein. Inside the congested district, the traffic department of the Indianapolis police department may establish and designate safety zones, in addition to those enumerated herein, where buses may load and unload passengers.

Section 33. Reporting at Traffic Office. Notice. Whenever a member of the Police Force shall find that any of the provisions of this ordinance, relating to Traffic Regulations, are being violated by the owner or operator of any vehicle, such officer shall notify such owner or operator in writing of such violation and for him to report at the Traffic Office within seventy-two hours. Such notice shall be made in duplicate and shall show the specific violation, the State License number of such vehicle and the owner's name, if possible to obtain the same, and shall be signed by such police officer giving his badge number. One copy of such notice shall be presented to the owner of such vehicle or his representative when found in charge of such vehicle, and in case such owner or his representative be not found in possession or in charge thereof, the posting of such notice in a conspicuous place upon the vehicle shall be deemed sufficient notice of such violation. It shall be the duty of such police officer to make a report to the Traffic Office of the service of such notice which report shall give the nature of the violation, the State License number of the vehicle and the name of the owner upon whom such notice was served, if possible to obtain it. The owner or operator of such vehicle who has been notified of a violation of the Traffic Regulations as herein provided shall, within seventy-two hours after having been notified, present himself, together with the notice, at the Traffic Office at Police Headquarters, and for the first violation of any traffic regulation as herein provided shall pay to the City Clerk a fee of two dollars (\$2.00); for the second violation a fee of three dollars (\$3.00); and for each subsequent violation, a fee of five dollars (\$5.00).

Section 34. Receipt for Fees, Accounting. Upon the payment of the fee provided in the next preceding section the City Clerk shall issue a receipt to the owner of such vehicle, or his representative, and it is hereby made the duty of said Clerk to keep a correct record, showing the amount so paid, the date thereof, the number of the State License, and the name of the owner, and shall designate the violation for which such fee is paid, and whether or not such violation is the first, second, or a subsequent violation

by such owner. And it is made the duty of such clerk to account for all fees assessed and collected by him under the provisions of this and the next preceding section and to pay the same into the City Treasury once each month.

Section 35. Failure to Report. Whenever any person who has been notified to appear as provided in the next preceding two sections of this ordinance shall fail or refuse to present himself at the Traffic Office within seventy-two hours after service of such notice, or shall fail to pay the fee provided for his offense, it is hereby made the duty of the officer serving such notice to file, or cause to be filed, in the proper court, an affidavit charging such person with the violation specified in the notice, and to assist in the prosecution of such charge.

Section 36. No pedestrian, and no driver of any vehicle, or bus or street or interurban car, shall cross the track of any railroad or interurban car at any street intersection in this city if danger is indicated by any signal at said crossing, including flash light signals, wig-wag signals, crossing alarm bells, the lowering of crossing gates, or the hand or flag signal of any ground flagman or watchman stationed at any such crossing within the corporate limits of the city of Indianapolis.

Section 37. Penalty. 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 with preference to traffic. Any person violating any of the above provisions of the next preceding thirty-six sections, shall, on conviction, be fined in any sum not exceeding Three Hundred Dollars (\$300.00), to which may be added imprisonment not exceeding one hundred and eighty (180) days.

Section 38. All ordinances and parts of ordinances in conflict with any or all of the provisions of this ordinance are hereby repealed and declared null and void.

Section 39. This ordinance shall be in full force and effect from and after its passage and publication according to law.

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

By Mr. Dorsett:

RESOLUTION NO. 7, 1927.

WHEREAS the City administration of the City of Indianapolis, Indiana, established a Civil Service Commission for the holding of examinations for the appointment of Police and Firemen to the Indianapolis Police and Fire Departments and

WHEREAS, there were examinations held and men selected ac-

ording to their rating given them by said Civil Service Commission and

WHEREAS, the said Civil Service Commission has never been abolished and is now still in force and effect and

WHEREAS, on or about February 8, 1927, a sergeant was promoted to the rank of Lieutenant without taking said examination and

WHEREAS, there have been others promoted in rank in the Indianapolis Police Department without taking the said examinations, NOW THEREFORE

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

That an investigation be made of the activities of the Civil Service Commission and of the Indianapolis Police and Fire Departments relative to the appointment of certain individuals.

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

By Mr. Bartholomew:

RESOLUTION NO. 8, 1927.

Resolution consenting to the improvement of a part of Forty-Sixth Street.

WHEREAS, it has been made to appear to the Common Council of the City of Indianapolis that the Board of Commissioners of Marion County, Indiana, have ordered the improvement by grading, draining and paving of a certain highway in Washington Township, Marion County, Indiana, a part of which highway is a continuation of 46th Street in the City of Indianapolis and which lies within the corporate limits of said city; which said improvement is being done upon the petition of Edward A. Miller et al; and

WHEREAS, the consent of the City of Indianapolis given through its Common Council is necessary, insofar as said improvement is within the corporate limits of said city;

THEREFORE BE IT RESOLVED By the Common Council of the City of Indianapolis that the consent of said City be and the same is hereby given to the Board of Commissioners of said Marion County, to proceed with the construction and improvement of said highway insofar as any part of the same is within the corporate limits of the City of Indianapolis, the same to be done and completed under the provisions of an Act of the General Assembly of the State of Indiana, approved March 8, 1905, entitled "An Act concerning highways."

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

MISCELLANEOUS BUSINESS

Mr. Albertson made the following written motion and moved its adoption:

Indianapolis, Indiana, March 7, 1927.

Mr. President:—I move that the Council select a committee of four reputable physicians to investigate the true condition and needs of the City Hospital as it relates to this proposed bond issue of \$1,700,000 and report back to this Council.

O. RAY ALBERTSON,
Councilman.

The above motion was seconded by Mr. Moore and adopted unanimously by the Council and the following physicians were nominated and selected by the Common Council to act as an advisory body to the Council in studying the needs for new units to the City Hospital: Dr. Edwin Clarke, Dr. G. B. Jackson, Dr. T. Victor Keene and Dr. J. W. Sluss.

Mr. Albertson made the following written motion and moved its adoption:

Indianapolis, Indiana, March 7, 1927.

Mr. President:—I move that the Board of Public Works be directed to receive bids on the repair of College Avenue Bridge, according to plans and specifications now on file; also that bidders may submit bids on the repair of College Avenue Bridge according to plans and specifications submitted by bidders and also may submit bids for the construction of a new College Avenue Bridge according to plans and specifications by bidders.

O. RAY ALBERTSON,
Councilman.

The above motion was seconded by Mr. Moore and unanimously adopted by the Council.

On motion of Mr. Bartholomew, seconded by Mr. Dorsett, the Common Council by a viva voce vote went on record as in favor of closing the College Avenue bridge to traffic until it is properly repaired.

ORDINANCES ON SECOND READING

Mr. Albertson called for General Ordinance No. 8, 1927, which had been vetoed by the Mayor on February 28, 1927.

The Clerk read General Ordinance No. 8 by title.

Mr. Albertson moved that General Ordinance No. 8 be passed, the Mayor's veto notwithstanding; seconded by Mr. Moore.

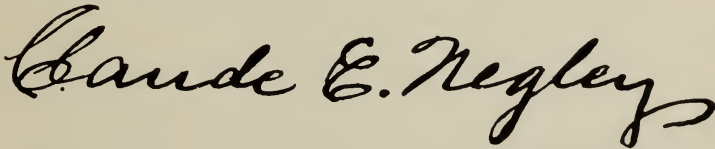
General Ordinance No. 8 passed, the Mayor's veto notwithstanding, by the following vote:

Ayes, 7, viz.: Messrs. Albertson, Bartholomew, Dorsett, Ferguson, Moore, Todd and President Negley.

The Common Council adjourned at 8:30 p. m.

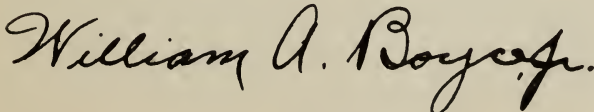
We hereby certify that the above and foregoing is a full, true and complete record of the proceedings of the Common Council of the City of Indianapolis, Indiana, held on the 7th day of March, 1927.

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



President.

Attest:



City Clerk

(SEAL)