

REGULAR MEETING

November 4, 1935
7:30 P. M.

The Common Council of the City of Indianapolis met in the Council Chamber at the City Hall, Monday, November 4, 1935, at 7:30 p. m., in regular session. President Edward B. Raub in the chair.

The Clerk called the roll.

Present: Edward B. Raub, President, and eight members, viz: Theodore Cable, Silas J. Carr, Nannette Dowd, Adolph J. Fritz, Edward R. Kealing, William A. Oren, John A. Schumacher, Ross H. Wallace.

The reading of the Journal for the previous meeting was dispensed with on motion of Mr. Wallace, seconded by Mrs. Dowd.

COMMUNICATIONS FROM THE MAYOR

October 22, 1935.

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

Gentlemen:

I have today approved with my signature and delivered to Mr. Daniel J. O'Neill, Jr., City Clerk, the following ordinances:

GENERAL ORDINANCE NO. 79, 1935

AN ORDINANCE amending Section 9 of General Ordinance 31, 1931, an ordinance amending General Ordinance 96, 1928, and other ordinances amendatory thereof, generally known as the Traffic Code of the City of Indianapolis, and declaring an effective date.

GENERAL ORDINANCE NO. 80, 1935

AN ORDINANCE transferring moneys from certain funds and re-appropriating the same to other designated funds, and fixing a time when the same shall take effect.

GENERAL ORDINANCE NO. 81, 1935

AN ORDINANCE transferring moneys from certain funds in the City Hospital budget, under the Department of Public Health and Charities, reappropriating the same to other numbered funds in said City Hospital budget, and fixing a time when the same shall take effect.

GENERAL ORDINANCE NO. 82, 1935

AN ORDINANCE concerning acquisition by the City of Indianapolis of the plant and property of Citizens Gas Company of Indianapolis, Indiana, and matters connected therewith.

GENERAL ORDINANCE NO. 86, 1935

AN ORDINANCE authorizing the State Highway Commission of Indiana to improve certain projects in the City of Indianapolis, with Federal Funds, and authorizing the Mayor of said City to enter into an Agreement binding said City to maintain such improvements, providing for the future maintenance of said improvements and for the enactment of ordinances for protection of said improvements and the regulation of traffic thereon and matters connected therewith.

Respectfully,

JOHN W. KERN,
Mayor.

November 4, 1935.

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

Gentlemen:

I am submitting to you a formal resolution empowering me to sell and assign certain United States registered bonds held by the

City of Indianapolis as Trustee, under the last wills and testaments of Susan Butler and Margaret Butler Snow.

The sale of these bonds has been authorized by the Probate Court, under whose direction the trust is of course administered, and is for the purpose of raising funds with which to pay a part of the construction cost of the Flower Mission Hospital.

I hope that it will be possible for the resolution to be passed under a suspension of the rules and become effective immediately, so that the transaction may be completed and the funds available.

Respectfully yours,

JOHN W. KERN,
Mayor.

COMMUNICATIONS FROM CITY OFFICIALS

October 31, 1935.

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

Gentlemen:

Attached hereto are fifteen (15) copies of an ordinance changing the name of a certain street in the City of Indianapolis. This ordinance is submitted at the request of a majority of the residents on said street.

The City Plan Commission respectfully recommends the passage of this ordinance.

Very truly yours,

V. B. MCLEAY,
Secretary-Engineer,
CITY PLAN COMMISSION.

November 4, 1935.

To the Honorable President and
Members of the Common Council
of the City of Indianapolis.

Gentlemen:

Attached herewith please find copies of General Ordinance No. 87, 1935, regulating and licensing taxicabs in the City of Indianapolis.

I respectfully recommend the passage of this ordinance.

Yours very truly,
WALTER C. BOETCHER,
City Controller.

November 4, 1935.

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

Gentlemen:

Attached hereto are copies of General Ordinance No. 88, 1935, making College Avenue a preferential street from Massachusetts Avenue north to the city limits, with the exception of where College Avenue intersects with Fall Creek Boulevard, Maple Road Boulevard (38th street) and the Westfield Boulevard. We respectfully recommend the passage of this ordinance.

Respectfully submitted,

BOARD OF PUBLIC SAFETY,
BLYTHE Q. HENDRICKS,
Executive Secretary.

November 4, 1935.

To the Honorable President and
Members of the Common Council
of the City of Indianapolis.

Gentlemen:

Attached please find copies of General Ordinance No. 89, 1935, transferring the sum of Five Hundred (\$500.00) Dollars from Police Department Fund No. 11—Salaries and Wages, Regular—Patrolmen First Grade to Police Department Fund No. 72—Equipment.

I respectfully recommend the passage of this ordinance.

Yours very truly,

WALTER C. BOETCHER,
City Controller.

October 29, 1935.

Walter C. Boetcher,
City Controller,
City of Indianapolis.

Dear Sir:

For the past two months or more Chief Morrissey has had on trial some dictating machines, etc., to determine whether or not sufficient time could be saved to justify the expense of purchasing such equipment. Chief Morrissey has this date advised the Board of Safety that, in his opinion, much time can be saved and more efficient service rendered the public by the use of such machines in that the detectives do not have to wait to dictate to a stenographer.

In this connection, Chief Morrissey has recommended the purchase of 3 dictating machines, 2 transcribing machines and 1 shaving machine at a total cost of \$1,049.40, which will necessitate the transfer of sufficient money for this purpose.

Therefore, we ask that you cause to be prepared an ordinance transferring Five Hundred (\$500.00) Dollars from the Police De-

partment budget, Item No. 1—Fund No. 11—Salaries and Wages, Regular—Patrolmen First Grade, and reappropriate this amount to Police Department budget, Item No. 7—Fund No. 72—Equipment.

Respectfully submitted,

BOARD OF PUBLIC SAFETY,
By: THEO. H. DAMMEYER,
President.

November 4, 1935.

To the Honorable President and
Members of the Common Council
of the City of Indianapolis.

Gentlemen:

Attached please find copies of General Ordinance No. 90, 1935, transferring the sum of \$1,335.00 from certain numbered funds in the Department of Public Parks and reappropriating the same to other numbered funds in the Department of Public Parks.

I respectfully recommend the passage of this ordinance.

Yours very truly,

WALTER C. BOETCHER,
City Controller.

October 31, 1935.

Mr. Walter C. Boetcher,
City Controller,
Indianapolis, Indiana.

Dear Sir:

We are handing you herewith fifteen copies of a General Ordinance, transferring the sum of \$1,335.00 from certain numbered funds in the Department of Public Parks and reappropriating same to other numbered funds in the Department of Public Parks.

November 4, 1935] - City of Indianapolis, Ind.

727

The Board of Park Commissioners respectfully requests that you present this ordinance to the Common Council at its next meeting, with recommendation for its passage.

Very truly yours,

BOARD OF PARK COMMISSIONERS

/s/ MARY E. GRIFFIN,

Secretary.

November 2, 1935.

Mr. Daniel J. O'Neill, City Clerk,
37 South Alabama Street,
Indianapolis, Indiana.

Dear Mr. O'Neill:

Please find enclosed copy of resolution passed by the Central Labor Union of Indianapolis, which I think should be read at the next meeting of the Council.

Very truly yours,

EDWARD B. RAUB.

Indianapolis, Indiana,
October 30, 1935.

Dear Sir:

Enclosed find a copy of a resolution passed by the Central Labor Union of Indianapolis at the last meeting held October 28.

RESOLUTION

WHEREAS: In accordance with suggestions and instructions of the Coordinator of Railroads, Hon. Joseph B. Eastman, a survey is now being made by employes of the office of the Coordinator and railroad officials of railroads entering and doing business in Indianapolis for the purpose of consolidating and jointly

operating the terminal facilities and other properties of said railroads, and

WHEREAS: The proposed consolidation of the railroad terminal facilities in Indianapolis would eventually retire a large portion of the present facilities, with resultant delay to freight shipments moving in and out and through Indianapolis and seriously multiply unemployment in the Indianapolis district, and

WHEREAS: Hundreds of faithful railroad employes in the Indianapolis area, who have devoted many years of their lives to railroad service, will be thrown out of employment, lose their homes and be forced on charity or governmental relief, entirely contrary to the government policy of decreasing unemployment, and

WHEREAS: The resulting decrease in wages of railroad employes will deprive farmers, merchants and other business interests throughout the Indianapolis area and the State of Indiana of many hundreds of thousands of dollars annually, and

WHEREAS: The elimination of railroad terminal facilities will seriously interfere with the expeditious movement of freight to and from the local industries, and

WHEREAS: The Indianapolis area, especially the industrial district, suffered heavily from the recent economic depression and realizing that such proposed terminal consolidation with the resultant loss of employment and elimination of part of the terminal facilities will materially affect the property income and values, as well as the revenues of the city, county and state, Now, Therefore, be it

RESOLVED: That the Indianapolis Central Labor Union, representing 101 Local Unions and a membership of approximately 30,000, many of whom are railroad employes, do hereby go on record as opposed to the elimination of railroad terminal facilities of the Indianapolis area and do hereby urge the Indiana United States Senators, and Congressmen, the Governor of Indiana, the Mayor of Indianapolis and the City Councilmen of Indianapolis, to use their influence with the Coordinator of Railroads and the President of the United States, to prevent

any and all consolidations of railroad terminal facilities in Indianapolis; and be it further

RESOLVED: That copies of this Resolution be forwarded to Hon. Franklin D. Roosevelt, President of the United States, Hon. Frances Perkins, Secretary of Labor, Hon. Joseph B. Eastman, Coordinator of Railroads, Hon. Frederick Van Nuys and Hon. Sherman Minton, United States Senators, Governor Paul V. McNutt, Hon. John W. Kern, Mayor of Indianapolis, and the Indianapolis Councilmen, Hon. Wm. H. Larrabee, 11th District Congressman, Hon. Louis Ludlow, 12th District Congressmen and all civic Organizations of Indianapolis.

Yours very truly,

ARTHUR LYDAY,
Secretary,
Central Labor Union of Indianapolis.

Mr. Cable asked for a recess. The motion was seconded by Mr. Schumacher and the Council recessed at 7:40 p. m.

The Council reconvened at 9:25 p. m., with the same members present as before.

COMMITTEE REPORTS

Indianapolis, Ind., November 4, 1935.

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

Gentlemen:

We, your Committee on Finance, to whom was referred Appropriation Ordinance No. 30, 1935, entitled Appropriating \$75.00—Mayor's Office, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

ROSS H. WALLACE, Chairman.
THEODORE CABLE
SILAS J. CARR.
ADOLPH J. FRITZ.
NANNETTE DOWD.

Indianapolis, Ind., November 4, 1935.

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

Gentlemen:

We, your Committee on Public Works, to whom was referred Appropriation Ordinance No. 28, 1935, entitled Appropriating \$200.00—Airport, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

THEODORE CABLE, Chairman.
ROSS H. WALLACE.
SILAS J. CARR.
WM. A. OREN.
JOHN A. SCHUMACHER.

Indianapolis, Ind., November 4, 1935.

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

Gentlemen:

We, your Committee on Law and Judiciary, to whom was referred General Ordinance No. 85, 1935, entitled Amending Zoning Ordinance, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

WM. A. OREN, Chairman.
EDWARD R. KEALING.
ROSS H. WALLACE.
THEODORE CABLE.
ADOLPH J. FRITZ.

Indianapolis, Ind., November 4, 1935.

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

Gentlemen:

We, your Committee on Public Works, to whom was referred Appropriation Ordinance No. 29, 1935, entitled Allocating Gas Tax monies (quarterly), beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

THEODORE CABLE, Chairman.
R. H. WALLACE.
SILAS J. CARR.
WM. A. OREN.
JOHN A. SCHUMACHER.

Indianapolis, Ind., November 4, 1935.

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

Gentlemen:

We, your Committee on Finance, to whom was referred General Ordinance No. 83, 1935, entitled Transfers, City Departments, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

ROSS H. WALLACE, Chairman.
THEODORE CABLE.
SILAS J. CARR.
ADOLPH J. FRITZ.
NANNETTE DOWD.

Indianapolis, Ind., November 4, 1935.

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

Gentlemen:

We, your Committee on Public Safety, to whom was referred General Ordinance No. 84, 1935, entitled Loading Zones—1321 North Meridian Street, Winter Apartments; 30 Monument Circle, Griffin Shop, beg leave to report that we have had said ordinance under consideration, and recommend that the same be stricken from the files.

SILAS J. CARR, Chairman.
NANNETTE DOWD.
ROSS H. WALLACE.
WM. A. OREN.
JOHN A. SCHUMACHER.

Indianapolis, Ind., November 4, 1935.

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

Gentlemen:

We, your Committee on Public Safety, to whom was referred General Ordinance No. 57, 1935, entitled Repealing Picketing Ordinance, beg leave to report that we have had said ordinance under consideration, and recommend that the same be held for further consideration.

SILAS J. CARR, Chairman
NANNETTE DOWD.
ROSS H. WALLACE.
WM. A. OREN.
JOHN A. SCHUMACHER.

Indianapolis, Ind., November 4, 1935.

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

Gentlemen:

We, your Committee on Public Safety, to whom was referred General Ordinance No. 21, 1935, entitled Concerning storage of gasoline, etc., beg leave to report that we have had said ordinance under consideration, and recommend that the same be held for further consideration.

SILAS J. CARR, Chairman.
NANNETTE DOWD.
R. H. WALLACE.
WM. A. OREN.
JOHN A. SCHUMACHER.

Indianapolis, Ind., November 4, 1935.

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

Gentlemen:

We, your committee on Public Health and Charities, to whom was referred General Ordinance No. 68, 1935, entitled Regulating, Barbering Sanitation, beg leave to report that we have had said ordinance under consideration, and recommend that the same be held for further consideration.

ADOLPH J. FRITZ, Chairman.
THEODORE CABLE.
NANNETTE DOWD.
WILLIAM A. OREN.
EDWARD R. KEALING.

Indianapolis, Ind., November 4, 1935.

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

Gentlemen:

We, your Committee on Public Parks, to whom was referred Appropriation Ordinance No. 25, 1935, entitled \$40,000.00—Brookside Pool, beg leave to report that we have had said ordinance under consideration, and recommend that the same be held for further consideration.

NANNETTE DOWD, Chairman.

SILAS J. CARR.

ADOLPH J. FRITZ.

WM. A. OREN.

EDWARD R. KEALING.

Indianapolis, Ind., November 4, 1935.

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

Gentlemen:

We, your Committee on City Welfare, to whom was referred Resolution No. 2, 1935, entitled Relocating Dog Pound, beg leave to report that we have had said ordinance under consideration, and recommend that the same be held for further consideration.

JOHN A. SCHUMACHER, Chairman.

EDWARD R. KEALING.

THEODORE CABLE.

ADOLPH J. FRITZ.

ROSS H. WALLACE.

INTRODUCTION OF GENERAL ORDINANCES

By the City Controller:

GENERAL ORDINANCE NO. 87, 1935

AN ORDINANCE concerning taxicabs.

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

Section 1. A taxicab, for the purpose of this ordinance, shall be deemed to mean a motor vehicle, having a seating capacity of five (5) or less, used for the performance of a contract for the transportation of a passenger, or passengers, for hire, to and from points chosen or designated by the passenger, or passengers, and running over any available route between such points, but not at the time being operated over or along a definite, advertised, announced or substantially fixed route from, to or between definite or substantially fixed terminals, locations or districts, or according to substantially fixed or announced times or intervals of arrival or departure.

Section 2. No person, or persons, firm, company, association, partnership or corporation shall engage in the business of operating a vehicle, or vehicles, as a taxicab, or taxicabs, upon the streets of the City of Indianapolis without first obtaining a license to so do, and upon complying with all of the provisions of this ordinance.

It is hereby declared by the Common Council of the City of Indianapolis that the public safety, convenience and necessity can best be served by limiting the number of taxicabs operating in the City of Indianapolis to one (1) taxicab for each fifteen hundred (1500) of population of said city, as shown by the last preceding United States census. The City Controller of the City of Indianapolis is hereby prohibited from issuing licenses under this ordinance except in accordance with the limitation provided in this section.

Section 3. Such limitation as set out in Section 2 shall not affect the total number of taxicabs whose owners, as evidenced by the certificates of title issued by the Secretary of State of Indiana, were operating under valid licenses on December 31, 1934, except

as the licenses for such taxicabs are abandoned through failure or inability of the holders of such licenses to meet the requirements of this ordinance, or upon failure of the holder of any such license who is the registered owner of such taxicab, as evidenced by his certificate of title, to file with the City Controller, within ten (10) days after the effective date of this ordinance, or within ten (10) days after the date of the expiration of any renewal license, an application for a renewal of such license, or licenses, under this ordinance, and obtaining such renewal thereon.

Section 4. Every person, persons, firm, company, association, partnership, or corporation issued licenses under this ordinance shall be entitled to have a renewal licenses issued for each taxicab licensed under this ordinance, provided an application for such annual renewal license is filed with the City Controller within ten (10) days after the date of the expiration of any such license, and provided that such applicant otherwise qualifies for such license by complying with all the provisions of this ordinance required as conditions precedent to the issuance of licenses. Until such time as the total number of duly licensed taxicabs operating in the City of Indianapolis is equal to, or less than, one (1) taxicab for each fifteen hundred (1500) of population of said city, as shown by the last preceding United States census, no taxicab license shall be transferred. When the total number of duly licensed taxicabs operating in said city is equal to, or less than one (1) taxicab for each fifteen hundred (1500) of population of said city, all such duly issued licenses may be transferred, upon application, by the City Controller, upon payment of a transfer fee of Two Dollars (\$2.00) for each transfer. Any such licensee may, however, transfer such license from one cab to another of which such licensee is the owner, provided that the first cab be permanently retired from service, upon application to the City Controller and payment of transfer fee of Two Dollars (\$2.00). No applications for new licenses not transfers or renewals under the provisions of this section shall be received in advance of such time as there may be less than one (1) taxicab for each fifteen hundred (1500) of population, but such applications shall be received only when such condition arises.

Section 5. No license for the operation of a taxicab, or taxicabs, under the provisions of this ordinance shall be issued to any person or persons, firm, company, association or corporation unless such person or persons, firm, company, association or corporation shall be the bona fide owner of such taxicab, such ownership to be evidenced by the certificate of title issued by the State of Indiana.

Section 6. All applications for a license to operate a taxicab, or taxicabs, or for a renewal of any license, shall be in writing, and shall be filed in duplicate with the City Controller on forms prepared by such City Controller, and shall in substance set forth the following information: (1) the name of applicant; if a partnership, the firm name and the name and address of the partners; if a corporation, the name and address of each officer thereof; (2) business address of applicant; (3) the number of taxicabs desired to be licensed; (4) the seating capacity, name of manufacturer, horse power, motor number and state license number of each taxicab; (5) a statement of the general color scheme to be used by applicant; (6) the name, fictitious or otherwise, under which the applicant intends to operate, and such other information as may be deemed necessary for proper supervision and the public good.

Section 7. ISSUANCE OF LICENSE. Whenever such licensee shall file such application with the City Controller of the City of Indianapolis and, if it appears from the information obtained, that the applicant is a reliable and bona fide owner and has met all the requirements of this ordinance that the name under which he is to operate and the color scheme used on the vehicles does not conflict with others or tend to deceive the public, the City Controller shall thereupon issue a license certificate to such applicant to operate such taxicab, or taxicabs, on the streets of the City of Indianapolis, subject to the provisions of this ordinance and to all amendments thereto upon the payment of a license fee of Thirty-six Dollars (\$36.00) per year, for each taxicab to be operated under the terms and conditions of such license, and upon the filing of a liability contract of insurance providing for indemnification, as hereinafter provided in Section 15 hereof, and upon the production of a satisfactory report of inspection from the inspector of weights and measures and the officer in charge of the traffic division of the police department of the City of Indianapolis, as is provided for in Section 12 of this ordinance. All licenses shall expire on June 30 of each year. Each license certificate shall be numbered, which number shall also be the taxicab number and must be placed on each vehicle operating as a taxicab in this city, as is provided for in Section 8 of this ordinance. The City Controller is hereby empowered to make such pro rata adjustments and credit allowances on license fees already paid and licenses due but unpaid for the years 1935 and 1936 as are necessary by virtue of the change of the expiration date and license amount herein.

Section 8. Every vehicle licensed under the provisions of this

ordinance shall bear the name of the licensee thereof plainly printed in letters at least two (2) inches in height on each side of said vehicle. Each such vehicle shall likewise have the number of the taxicab assigned by the City Controller in letters at least four (4) inches in height on each side of said vehicle, and likewise on the rear of such vehicle immediately above or below the rear window of said vehicle. No name or taxicab number other than that assigned by the City Controller shall appear on any taxicab or vehicle operating under the provisions of this ordinance, nor shall any vehicle licensed under this ordinance operate in the city without the current license certificate affixed in a prominent place therein.

Section 9. REGISTER OF LICENSED VEHICLES. The City Controller shall keep a register of the name of each person owning or operating a vehicle licensed under this ordinance, together with the license number, description and make thereof. Such record shall be open to the inspection of the public at all reasonable times and shall be a public record.

Section 10. TAXICAB STANDS. (a) The Board of Public Safety, subject to the approval of the Common Council, by an ordinance duly passed, is hereby authorized to locate, designate, and establish all taxicab stands and call boxes within the City of Indianapolis, and shall fix the number of taxicabs that shall be allowed to stand at any public taxicab stand so authorized. All taxicab stands now lawfully established by previous ordinances of this city are hereby constituted as taxicab stands under this ordinance.

(b) No taxicab stand shall be established which is within twenty-five (25) feet of a street intersection, and no stand shall be established which shall conflict with any safety zone or bus line zone heretofore established, or at any place where parking is prohibited, or may hereafter be prohibited.

(c) No call boxes or other communication device shall be affixed to any property of the City of Indianapolis, or to any pole or fixture of any public utility near any established taxicab stand, but must be affixed only to private property with the consent of the owner thereof.

(d) The Board of Public Safety shall have the right to refuse the location of any taxicab stand unless lavatory or waiting room or other sanitary requirements are first provided at the point proposed

for the location of such taxicab stand. The said Board of Public Safety may at any time recommend to the Common Council that any existing taxicab stand be abolished.

(e) It shall be unlawful for any taxicab or vehicle operating under the provisions of this ordinance to park or stop anywhere in said city except at such taxicab stands save for the discharge or admission of passengers to and from such taxicab, or unless such stop be in obedience to the traffic regulations and ordinances of this city.

Section 11. CRUISING AND SOLICITING. No driver of a taxicab, for the obvious purpose of searching for or soliciting patronage, shall cruise, drive or operate over, along and upon any street or streets of this city upon which street cars of either the track or trackless trolley type, or buses engaged in an established intra-city common carrier passenger service, are being operated, or ask or request persons to take passage in such taxicab when waiting to take passage on a street car of either the track or trackless trolley type, or bus, at an established loading point for such street car or bus; nor shall any driver of a taxicab seek employment by repeatedly and persistently driving his taxicab to and fro in a short space, or by otherwise interfering with the proper and orderly access to or egress from any theater, hall, hotel, public resort, railway station, or other place of public gathering; but any driver may solicit employment, except as hereinbefore expressly prohibited, by driving through any public street or place without stops, other than those due to obstruction of traffic, and at such speed as not to interfere with or impede traffic, and may pass and repass before any theater, hall, hotel, public resort, railway station, or other place of public gathering; provided, that after passing such public place he shall not turn and repass until he shall have gone a distance of two (2) blocks upon the streets and highways of the city, and no person shall solicit passengers for a taxicab except the driver thereof when sitting upon the driver's seat of his vehicle. No person shall be allowed to ride in the compartment occupied by the driver.

Section 12. In order to promote honest and accurate charges and fares for taxicab service reckoned by meters and timing devices, and in order to prevent immoderate or careless riding or driving upon the streets of Indianapolis, and in order to designate the kind and number of conveyances and vehicles that may or may not be used on streets of the city, and to prohibit dangerous vehicles from such streets, and to promote the general public safety, it is hereby

made the duty of the Inspector of Weights and Measures, and the officer in charge of the traffic division of the police department of the City of Indianapolis to inspect monthly each taxicab: (1) as to the condition of wheel alignment, steering gear, brakes, windshield wiper, rear vision mirror, lights, and other mechanical parts necessary to be in good operating condition in order to insure safety in operation and control of all such taxicabs; (2) as to the condition and accuracy of the taximeter of each taxicab operating in the City of Indianapolis.

(a) During the last week of each calendar month of every year hereafter, or at any other time, at a time and place to be specified by them, the inspector of weights and measures of the City of Indianapolis and the officers in charge of the traffic division of the Indianapolis police department, either personally or through their subordinates or deputies, shall inspect the wheel alignment and steering gear, brakes, rear vision mirror, lights and windshield wiper, and other safety factors of each taxicab operating in this city. They shall adopt such rules and regulations for such inspection, or provide such mechanical devices as to determine the following minimum standards for taxicab operation in the City of Indianapolis:

I.

STEERING GEAR AND WHEEL ALIGNMENT. No motor vehicle licensed under this ordinance shall be driven upon the streets of the city when the "play" in the steering wheel is in excess of three inches (3"). The steering arms, tie rod and drag link or other mechanism by which the vehicle is steered, and the associated parts, must be free from excessive "play" or wear. The "tow in" and "tow out" shall not vary more than one-quarter inch ($\frac{1}{4}$ ") from the factory requirements. Rear wheels must be in good condition and in alignment so as to have not more than a ten foot (10') side slip per mile, and the center bolts must be secure in the rear springs.

II.

BRAKES. Every vehicle licensed and operating under and pursuant to the provisions of this ordinance shall be equipped with four (4) wheel brakes, which shall be sufficient to bring any such vehicle moving at a speed of twenty (20) miles per hour, to a dead stop within a distance of twenty-five feet (25') on a dry, hard, level stretch of street or highway. Each such vehicle shall likewise be equipped with a separate emergency means of applying the brakes

apart from the first, which shall be effective to brake at least two (2) wheels of such vehicle.

III.

REAR VISION MIRROR. No vehicle licensed under this ordinance shall be operated unless such vehicle be equipped with a mirror so located as to reflect to the driver a clear view of the highway two hundred feet (200') to the rear of such vehicle.

IV.

LIGHTS. Each such vehicle operated in this city shall be equipped with two (2) operating headlights, on opposite sides of the front of the vehicle, sufficient to provide illumination under normal atmospheric conditions to light and render discernible persons and objects one hundred feet (100') ahead without glare or dazzle to persons in front of such headlights. The lights shall be deemed faulty as to glare or dazzle when no part of the main bright portion of the headlight beam arises above a horizontal plane passed through the lamp center parallel with the street upon which the motor vehicle stands, or which beam rises no higher from said plane than forty-two inches (42") at a seventy-five foot (75') distance. Said vehicle shall likewise be equipped with a red tail light visible for a distance of two hundred feet (200') and a white ray from such light shall illuminate the rear state license plate of said vehicle.

V.

WINDSHIELD WIPERS. Every motor vehicle licensed under this ordinance shall likewise be equipped with a device which effectually cleans rain, snow and other moisture or matter from the windshield in such a manner as to permit the operator of such vehicle at all times to have a clear view ahead.

If they find, upon inspection, that any taxicab does not meet the minimum requirements and specifications for safety as established herein, such taxicab shall be prohibited from operating on said city streets until such safety requirements as are found wanting by the officer in charge of the traffic division of the police department and the inspector of weights and measures of the city are complied with.

(b) It shall be unlawful for any person, or persons, firm, company, association or corporation to own or operate any taxicab, or

vehicle licensed under this ordinance, unless such taxicab is equipped with a practical standard fare register device or taximeter, in good and workable condition, designed to mechanically measure the distance traveled, to record the time said vehicle is waiting, and upon which said accurate there shall be indicated by means of figures or designs the fare to be charged. The taximeter of each licensed taxicab shall be inspected by the officer in charge of the traffic division of the Indianapolis police department and by the inspector of weights and measures of the City of Indianapolis at the same time and place that the examination and inspection of mechanical operating parts shall occur as set out in subsection (a). If such taximeter be found correct and accurate, a seal shall be attached to such taximeter, and it shall be unlawful for any person, except such inspector of weights and measures, or his deputy, to remove said seal from said meter. In the event any such meter does not register correctly, the owner or person in charge of such taxicab, shall be directed to remove said meter from said taxicab, and the said taxicab shall not be operated on the streets of this city until a meter shall be placed in said taxicab which shall register correctly and accurately upon inspection.

(c) Upon approval of all operating parts and of the taximeter of such taxicab, the inspector of weights and measures, or his deputy, shall issue to the owner of such taxicab, or to the person in charge of the same, a report form, directed to the City Controller, setting out facts showing that such taxicab has successfully passed inspection, and stating thereon the state license number, city taxicab license number, engine number, the name or make of such taxicab, and specifying the name of the owner thereof, and directing the City Controller to issue an inspection certificate for such taxicab for the ensuing month. A recapitulation of all such taxicab inspections shall be furnished the City Controller before the first day of each month by the bureau of weights and measures of the City of Indianapolis. All forms required under this sub-section shall be prescribed by the City Controller.

(d) On or before the first day of each month, the owner of each taxicab operating in the City of Indianapolis shall, in person or by his duly authorized agent, present said form, showing report of approval of inspection to the City Controller, and shall cause the same to be accompanied, as provided for in Section 15 of this ordinance, by a fully paid-up liability insurance policy in some reputable insurance company, together with a receipt showing payment of premiums therefor in full, or, if said premiums be paid in installments, receipt must show a payment thirty (30) days in

advance of the issuance of the monthly certificate of inspection. No certificate of inspection shall be issued unless such insurance requirements are satisfied. Upon satisfactory showing of proper liability insurance coverage, the City Controller shall then issue to such taxicab owner an inspection certificate. Such certificate shall bear (a) the name of the owner of such taxicab; (b) the license number; (c) signature of City Controller; and said inspection certificate shall be in the form prescribed by the City Controller. Such certificate shall expire on the last day of each calendar month and shall be renewed at the end of each monthly period, upon monthly compliance with the provisions of this ordinance. The City Controller shall so vary the color of such certificate that the same shall not be exactly alike for any succeeding month. Said certificate shall be gummed, and shall be pasted in a clearly visible manner on the lower righthand side of the windshield of each taxicab, and such certificate shall not be transferable but shall be placed only upon the taxicab for which it was issued, and only the gummed surface of such certificate shall be used in affixing the same to the windshield. It shall be unlawful for any taxicab to operate on any street of the City of Indianapolis without a current inspection certificate attached thereon as in this section provided. Each taxicab, in order to be eligible for re-inspection, must have the inspection certificate for the previous month attached thereon. In the absence of such certificate, no inspection shall be made save on written order from the City Controller, after valid explanation is made to said City Controller, explaining the absence of such preceding certificate of inspection.

(e) ILLUMINATION OF TAXIMETER AFTER SUNDOWN.

After sundown the face of every taximeter shall be illuminated by a suitable light, so arranged as to throw a continuous, steady light thereon.

(f) CASE TO BE SEALED. No person shall use, or permit to be used, or driven for hire, a taxicab equipped with a taximeter the case of which is unsealed and not having its cover and gear intact.

(g) FALSE SIGNAL. No driver of a taxicab which is equipped with a taximeter or other similar device, while carrying passengers or under employment, shall display the signal affixed to such taximeter or other similar device in such position as to denote that he is employed at a rate of fare different from that to which he is entitled under the provisions of this ordinance.

(h) UNAPPROVED TAXIMETER. No person shall drive a taxicab for hire to which is attached a taximeter that has not been duly inspected and approved.

(i) TAMPERING WITH METER. No driver or operator of any taxicab shall permit any person to ride thereon or therein without the consent of the owner thereof, when the flag is up or toward a vertical position, and no person shall tamper with, break or mutilate any taximeter or seal of the bureau of weights and measures.

(j) It shall be unlawful for any person who is engaged in the business of operating a taxicab, or taxicabs, in this city to drive or to require or permit any employee who is the driver or operator of any such taxicab, to operate or drive such taxicab for more than eight consecutive hours, or for more than twelve (12) hours in the aggregate in any twenty-four (24) hour period; or to hire or to permit any person to operate any taxicab unless such person be continuously licensed as a chauffeur pursuant to the laws of the State of Indiana, and cause such person to wear at all times the metal chauffeur's badge issued by the State of Indiana, or permit any such driver to wear a uniform or cap similar to those worn by the members of the police or fire department of the City of Indianapolis, nor shall any taxicab operator wear such caps or uniforms.

Section 13. RATES OF FARE. No person, firm or corporation owning, operating or controlling any motor vehicle operated as a taxicab within the limits of the city shall charge to exceed a schedule of rates posted in each taxicab. Each licensee shall cause a schedule of rates charged for the use of such taxicab to be posted in a conspicuous place therein in plain view of a passenger seated in the rear seat thereof.

No person, firm or corporation operating or controlling any motor vehicle operating as a cab or taxicab within the limits of the City of Indianapolis shall charge any rates except in accordance with the following schedules. No charge for taxicab service shall be less than the following schedule: For the first two (2) miles or fraction thereof, 15c; for each additional two-thirds ($\frac{2}{3}$) mile or fraction thereof, 10c; for each three (3) minutes waiting time, 10c; rates by the hour, two dollars (\$2.00). No charge for taxicab service shall be greater than the following schedule: For the first mile or fraction thereof, twenty-five cents (25c); for each succeeding one-third ($\frac{1}{3}$) mile or fraction thereof, ten cents (10c); for each

additional person for whole journey, twenty cents (20c); for each three (3) minutes waiting time or fraction thereof, ten cents (10c); rates by the hour, \$2.50.

Waiting time shall include the time when the taxicab is not in motion, beginning with the arrival at the place to which it has been called, or the time consumed by standing at the direction of the passenger, but no charge shall be made for time lost for inefficiency of the taxicab or the operator, or time consumed by premature response to a call. If demanded by the passenger, the driver in charge of a taxicab shall deliver to the person paying for the hiring of the same at the time of such payment a receipt therefor in legible type or writing, containing the name of the owner, the city license number, the driver's name, the cab number, taximeter number, and any items for which a charge is made, the total amount paid, and the date of payment.

Section 14. RECORD OF CALLS. All taxicabs operated according to the provisions of this ordinance shall keep a daily record of all calls made and passengers transported, the time and place when and where the passenger was secured and the place where the passenger was taken, and the number and sex of passengers, which record shall be kept by the licensee at the place of business stated in such license, and shall be open to inspection of any police officer at all times.

Section 15. BOND OR INSURANCE. It shall hereafter be unlawful for any person, firm or corporation to operate or cause to be operated upon any public street within the City of Indianapolis, Indiana, a taxicab, as above defined, unless there shall first have been filed with the City Controller a liability contract of insurance in a solvent and responsible company, authorized to do business in the State of Indiana, which shall provide for the indemnification of such person, firm or corporation against loss or expense from claims for damages, as well as the payment of any final judgment that may be rendered by a court of competent jurisdiction, against any said person, firm or corporation on account of bodily injury or death, accidentally suffered or alleged to have been suffered by any person, or persons, other than employees of said person, firm or corporation, by reason of the ownership, maintenance or use of said taxicab as a commercial vehicle for the transportation of persons for hire in said city, in a sum not exceeding Five Thousand Dollars (\$5,000.00) for injury to or death of any one person, and to the extent of One Thousand Dollars (\$1,000.00) for the injury or destruction of prop-

erty; and subject to the same limit for each additional person injured or killed: Provided, however, That the total liability of said contract of insurance, for the loss on account of any one accident resulting in bodily injuries or death to more than one (1) person, shall not be less than Ten Thousand Dollars (\$10,000.00). Every licensee shall pay each judgment or award, arising out of damages to person or property, rendered against such licensee by any court of competent jurisdiction within sixty (60) days after such judgment or award becomes final and not appealable, and upon failure so to do, may be denied certificates of inspection by the City Controller.

Section 16. Any license issued under the provisions of this ordinance may be revoked by the Mayor in the manner provided by law.

✓ Section 17. Any person violating any of the provisions of this ordinance, for which no penalty is specifically provided, upon conviction shall be fined in any sum not exceeding One Hundred Dollars (\$100.00), to which may be added imprisonment not exceeding thirty (30) days.

Section 18. In the event any section, sub-section, paragraph, sentence, clause, phrase or word of this ordinance shall be declared to be unconstitutional, by any court of competent jurisdiction, such action shall not affect the validity of the remainder of this ordinance.

Section 19. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 20. This ordinance shall be in full force and effect from and after its passage, approval by the Mayor and publication as by law required.

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

By the Board of Safety:

GENERAL ORDINANCE NO. 88, 1935

AN ORDINANCE amending General Ordinance No. 96, 1928, by adding thereto a new Section 44½, and fixing an effective date thereof.

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

Section 1. That General Ordinance No. 96, 1928, be and the same is hereby amended by adding thereto a new Section 44½, which shall read as follows:

Section 44½. OPERATION OF VEHICLES AT INTERSECTIONS OF TWO OR MORE "THRU" STREETS. Where two or more "THRU" streets, as set out in Section 44 of this ordinance, meet and intersect, the following streets and parts of streets are hereby declared to take preference over the other intersecting "THRU" street or streets and shall constitute a "THRU" street at such intersection and the provisions of Section 44 of this ordinance, regarding stopping of vehicles at "THRU" streets, shall be applicable hereto:

(a) College Avenue, at all its intersections with other "THRU" streets, save at its intersections with Westfield Boulevard, Fall Creek Boulevard and Thirty-eighth Street shall constitute a "THRU" street from Massachusetts Avenue north to the city limits. At the three (3) intersections set out herein as exceptions, Westfield Boulevard, Fall Creek Boulevard and Thirty-eighth Street shall take preference over said College Avenue, and at such intersections with said College Avenue shall constitute and be declared "THRU" streets.

(b) Raymond Street, at its intersection with Pleasant Run Boulevard, at Garfield Park shall take preference over said Pleasant Run Boulevard, and Raymond Street is hereby declared to constitute a "THRU" street at such intersection.

(c) Bluff Road, at its intersection with Raymond Street, shall take preference over said Raymond Street, and Bluff Road is hereby declared to constitute a "THRU" street at such intersection.

Section 2. This ordinance shall be in full force and effect from and after its passage, approval by the Mayor and publication according to law.

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

By the City Controller:

GENERAL ORDINANCE NO. 89, 1935

AN ORDINANCE transferring moneys from certain funds and reappropriating the same to other designated funds, 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 transfer and reappropriation of funds be made in the budget of the Police Department of the Department of Public Safety, viz.: Five Hundred Dollars (\$500.00) from Item 1,—Services, Personal—Fund 11—Salaries and Wages Regular, Patrolmen First Grade—to Item 7—Properties—Fund 72—Equipment.

Section 2. This ordinance shall be in full force and effect from and after its passage, approval by the Mayor and publication according to law.

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

By the City Controller:

GENERAL ORDINANCE NO. 90, 1935

AN ORDINANCE transferring certain moneys from certain numbered funds in the Department of Public Parks and reappropriating the same to other numbered funds in the Department of Public Parks, 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 sum of One Thousand Three Hundred Thirty-five (\$1,335.00) Dollars now in the Department of Public Parks Fund No. 532—Refunds, Awards and Indemnities, be, and the same is hereby transferred therefrom and reappropriated to the following funds in the Department of Public Parks:

Fund No. 551—Dues	\$ 35.00
Fund No. 512—Insurance	600.00
Fund No. 724—Equipment	700.00
	<hr/>
	\$1,335.00

Section 2. This ordinance shall be in full force and effect from and after its passage, approval by the Mayor and publication according to law.

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

INTRODUCTION OF SPECIAL ORDINANCE

By the City Plan Commission:

SPECIAL ORDINANCE NO. 9, 1935

AN ORDINANCE changing the name of a certain street in the City of Indianapolis 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 name of Nelson Street is hereby changed to and shall be known and designated as Holliday Street from 2701 Shelby Street east to the city limits.

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

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

INTRODUCTION OF RESOLUTION

By Mayor Kern:

RESOLUTION NO. 5, 1935

A RESOLUTION authorizing and empowering John W. Kern, Mayor of Indianapolis, to sell and assign certain United States registered government bonds, held by the City of Indianapolis as trustee under the last wills and testaments of Susan W. Butler and Margaret Butler Snow, and naming an effective date.

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. That John W. Kern, Mayor of the City of Indianapolis, be authorized and empowered to sell and assign the following United States bonds registered on the books of the Treasury Department in the name of "City of Indianapolis, trustee under the last wills and testaments of Susan W. Butler and Margaret Butler Snow, and which are held by this corporation in a fiduciary capacity to carry out the purposes of said last wills:

Title of Loan	Serial Number	Denomination	Form of Registration
Treasury 3- $\frac{1}{2}$'s of 1940-43	901-A	\$10,000.00	City of Indianapolis, as Trustee under the
"	902-B	10,000.00	last wills and testa-
"	903-C	10,000.00	ments of Susan W.
"	904-D	10,000.00	Butler and Margaret
"	1454-D	5,000.00	Butler Snow
"	17368-J	1,000.00	"
"	17369-K	1,000.00	"
"	10281-A	500.00	"
"	19788-J	100.00	"
"	19789-K	100.00	"
"	19790-L	100.00	"

being of the total par value of \$77,800.00, and the sale of sufficient of such bonds to provide for a contribution of \$48,000.00 for the erection of the John Maurice Butler Dispensary and the Indianapolis Flower Mission Hospital, having heretofore been authorized by the Probate Court of Marion County, having jurisdiction of the trust herein.

Section 2. AND BE IT FURTHER RESOLVED, That the said City of Indianapolis hereby ratifies and confirms all assignments of such bonds heretofore or hereafter made by the above named officers.

Section 3. This resolution shall be in full force and effect from and after its passage and approval by the Mayor.

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

ORDINANCES ON SECOND READING

Mr. Wallace called for General Ordinance No. 83, 1935, for second reading. It was read a second time.

On motion of Mr. Wallace, seconded by Mrs. Dowd, General Ordinance No. 83, 1935, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 83, 1935, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 9, viz: Mr. Cable, Mr. Carr, Mrs. Dowd, Mr. Fritz, Mr. Kealing, Mr. Oren, Mr. Schumacher, Mr. Wallace, President Raub.

Mr. Oren called for General Ordinance No. 85, 1935, for second reading. It was read a second time.

On motion of Mr. Oren, seconded by Mr. Kealing, General Ordinance No. 85, 1935, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 85, 1935, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 9, viz: Mr. Cable, Mr. Carr, Mrs. Dowd, Mr. Fritz, Mr. Kealing, Mr. Oren, Mr. Schumacher, Mr. Wallace, President Raub.

Mr. Cable called for Appropriation Ordinance No. 28, 1935, for second reading. It was read a second time.

On motion of Mr. Cable, seconded by Mr. Carr, Appropriation Ordinance No. 28, 1935, was ordered engrossed, read a third time and placed upon its passage.

Appropriation Ordinance No. 28, 1935, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 9, viz: Mr. Cable, Mr. Carr, Mrs. Dowd, Mr. Fritz, Mr. Kealing, Mr. Oren, Mr. Schumacher, Mr. Wallace, President Raub.

Mr. Cable called for Appropriation Ordinance No. 29, 1935, for second reading. It was read a second time.

On motion of Mr. Cable, seconded by Mr. Fritz, Appropriation Ordinance No. 29, 1935, was ordered engrossed, read a third time and placed upon its passage.

Appropriation Ordinance No. 29, 1935, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 9, viz: Mr. Cable, Mr. Carr, Mrs. Dowd, Mr. Fritz, Mr. Kealing, Mr. Oren, Mr. Schumacher, Mr. Wallace, President Raub.

Mr. Wallace called for Appropriation Ordinance No. 30, 1935, for second reading. It was read a second time.

On motion of Mr. Wallace, seconded by Mr. Carr, Appropriation Ordinance No. 30, 1935, was ordered engrossed, read a third time and placed upon its passage.

Appropriation Ordinance No. 30, 1935, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 9, viz: Mr. Cable, Mr. Carr, Mrs. Dowd, Mr. Fritz, Mr. Kealing, Mr. Oren, Mr. Schumacher, Mr. Wallace, President Raub.

Mr. Carr made a motion to strike General Ordinance No. 84, 1935, from the files. The motion was seconded by Mr. Fritz and passed by a unanimous vote of the Council.

Mr. Wallace asked for a suspension of rules for further consideration and passage of Resolution No. 5, 1935. The motion was seconded by Mr. Fritz and passed by the following roll call vote:

Ayes, 9, viz: Mr. Cable, Mr. Carr, Mrs. Dowd, Mr. Fritz, Mr. Kealing, Mr. Oren, Mr. Schumacher, Mr. Wallace, President Raub.

The rules were suspended.

The Council reverted to a previous order of business.

COMMITTEE REPORT

Indianapolis, Ind., November 4, 1935.

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

Gentlemen:

We, your Committee on Finance, to whom was referred Resolution No. 5, 1935, Authorizing Mayor of Indianapolis to sell U. S. Bonds, beg leave to report that we have had said resolution under

consideration, and recommend that the same be passed under suspension of the rules.

ROSS H. WALLACE, Chairman.
THEODORE CABLE.
SILAS J. CARR.
ADOLPH J. FRITZ.
NANNETTE DOWD.

ORDINANCES ON SECOND READING

Mr. Wallace called for Resolution No. 5, 1935, for second reading. It was read a second time.

On motion of Mr. Wallace, seconded by Mr. Fritz, Resolution No. 5, 1935, was ordered engrossed, read a third time and placed upon its passage.

Resolution No. 5, 1935, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 9, viz: Mr. Cable, Mr. Carr, Mrs. Dowd, Mr. Fritz, Mr. Kealing, Mr. Oren, Mr. Schumacher, Mr. Wallace, President Raub.

Mr. Cable, Chairman of the Committee on Public Works, presented a written report of the investigation of the purchase of Traction Trailer power units, purchase authorized by General Ordinance No. 74, 1935. Mr. Cable made a motion to include the report in the record of the proceedings of the Council, the motion was seconded by Mrs. Dowd and passed by the viva voce vote of the Council.

November 4, 1935.

President Raub and Members of the Council:

Permit me to preface this report proper with a few explanatory observations. The institution of any investigation implies dissatisfaction, doubt, or question in somebody's mind. Therefore, I have assumed that my assignment to this task demanded that I gather data and information relative to the issue as will discover indirect influences on the issue wherever possible. On this basis, I submit my report to you in the form of data and information gathered, my own interpretation of those findings and the personally expressed opinions of Mr. Riley, Pres, Board of Works, and Mr. Schriener, chief mechanic at the Sanders Street Garage, and Mr. Losche, City Purchasing Agent.

The object of this investigation is the recent purchase by the Board of Public Works and Sanitation of two heavy duty trucks for tractor service at a net cost of \$9,665.36. The chief interest seems to center in the rejection of a similar piece of equipment by another well known manufacturer on a net bid of \$8,336.54, representing a difference of \$1,328.82. The summary rejection of the bids of nine other truck manufacturers does not classify their products as inferior or mediocre but merely recognizes their unsuitability to the peculiarly severe usage of hauling a train of heavily laden trailers. Furthermore, most of these are considered assembled products, while the two makes to which we shall confine our consideration are designed, coordinated, and built entirely in their own plants. In order that there be the least amount of advertising publicity in this record, we shall designate the manufacturer whose trucks were purchased as -A-; and its closest competitor as -B-.

Another question which engendered this investigation was why the successful bidder sold a truck to a Terre Haute firm for seven or several hundred dollars less than the City of Indianapolis is paying for its equipment.

Here follows a history of the procedure by the City of Indianapolis through its authorized agents. The Board of Public Works and The Purchasing Department:

STATEMENT OF FACTS

Paragraph One. The Sanitary District of Indianapolis found it necessary to replace three (3) pieces of old equipment that were unfit for further use and hopelessly exorbitant to repair; signed Requisition No. D13916 for tractors replacing the old equipment.

The Requisition was signed by D. G. Watkins, superintendent of the Municipal Garage and the four members of the Board, namely: Hubert S. Riley, Louis C. Brandt, Robert K. Eby, and Maurice E. Tennant.

Paragraph Two. In compliance therewith a legal ad was inserted in the Indianapolis Commercial, being advertised two (2) weeks consecutively, September 12 and September 19, 1935, calling for two (2) tractors and specifications as follows:

Two (2) six cylinder tractors with a gross trailer capacity of not less than 35,000 lbs. with the following requirements:

Horsepower 105 at 2200 R. P. M. 6-cylinder engine of not less than 425 cubic inches displacement. Electrically equipped with starter and 6 volt system. Brakes, Westinghouse air with area of not less than 600 square inches. Tires not less than 975 x 20, singles in front and dual tires in rear. Gas tank, 35 gallon capacity mounted under seat in cab or directly back of cab, and if mounted in rear, same to be enclosed. All-weather cab with windshield wiper and hot water heater. Front bumper and tow hooks on front end of frame. Governor to be attached so that speed can be regulated. Painted in City colors—hood, fenders and chassis black and cab tangerine. Vendor must have established service station in Indianapolis and new automobile guarantee for the first ninety days against defective parts and/or mechanical defects and furnish certificate of title before claim payment can be allowed.

To trade in as part of purchase price three (3) Sanitary tractors bearing our number ten (10) and eleven (11) which are Sterling tractors and our number thirteen (13) which is a G. M. C. tractor.

Paragraph Three. In accordance therewith, sealed bids were received and opened in the presence of all Four members of the Board of Works and Sanitation; and representatives of all the truck companies bidding were present and after the tabulation of bids was openly called out, the bids were placed on the table so that all bidders had the opportunity of inspecting and analyzing the bids submitted on Eleven (11) different models of tractor-trucks and the prices varying from \$6,150.00, being the lowest price submitted, and \$9,752.70 being the price of the highest price truck submitted.

Paragraph Four. Thereafter namely on October 14, 1935, all bidders were requested to display their trucks by lining them up in the Municipal Garage so that the members of the Board of Works and Sanitation could have an opportunity to make a comparison of the trucks submitted. Said Board of Works and Sanitation did then and there inspect the trucks giving serious consideration to the Two (2) trucks in question, namely the -A- and -B-.

Paragraph Five. Thereafter, on October 18, 1935, a letter was submitted to the Purchasing Department which read as follows:

October 18, 1935.

Mr. Albert H. Losche,
Purchasing Agent.

In Re: Purchase of Two truck
tractors for Sanitation Dept.

Dear Sir:

This is to advise that the Board of Public Works and Sanitation after having given considerable thought to the relative merit of the various trucks, upon which bids have been submitted, now decide to accept the bid of the Mack Company. In accordance therewith you are now requested to place this order for the earliest possible delivery.

Very truly yours,

BOARD OF PUBLIC WORKS AND SANITATION.

EFF:MK

By: ERNEST F. FRICK,
Secretary.

and in accordance therewith purchase order was issued to the Mack Truck Company for the purchase of two (2) Mack trucks at a net cost of Nine Thousand Six Hundred and Sixty-Five Dollars and Thirty-six Cents (\$9,665.36).

Before and during these negotiations appropriate action was taken by the Common Council of the City of Indianapolis.

In seeking to arrive at justification or condemnation of the judgment exercised by the Board of Public Works and The Department of Public Purchase, we should review first the data on auto-

motive equipment available to them, second, the records of service and maintenance of similar equipment within the City's experience; and third, extraneous influences such as the experience of private business which may have influenced their decision. Here follows comparative data on specifications taken from the July, 1935, issue of the Commercial Car Journal:

Make	A	B
Rated Capacity	4-6	3½-6
Chassis Weight	9400	9425
Engine Make	Own	Own
Engine Size	4¼x5½	4 ³ / ₁₆ x5¼
Piston Displacement	468 cu. in.	434 cu. in.
Torque ft. lb.....	310	285
Piston Material	Cast Iron	Aluminum
N. A. C. C.....	43.4	42.1
Number Main Bearings.....	7	7
Diameter	3"	2¾"
Horsepower R. P. M.	117 @ 2400	105 @ 2100
Transmission	Own	Own
Rear Axle	Own	Own
Front Axle	Own	Own
Carburetor	Stromberg	Zenith
Ignition	Bosch	Delco Remy
Clutch	Own	Own
Radiator	Own	Own
Brakes	West. Air	West. Air
Frame	9½x3x¼	8x3x¼
Springs—Front	53x3	42x3
Springs—Rear	54x3	56x3½
Type Drive	DR.	DR.

While these specifications in the main are closely paralleled, the following differences may be significant:

Make	A	B
Bore Stroke	4¼x5½	4 ³ / ₁₆ x5¼
Cu. In. Displacement	468	434
Torque	310	285
Main Bearing Diameter (Crankshaft)	3"	2¾"
Frame	9½x3x¼	8x3x¼
Springs—Front	53x3	42x3
Springs—Rear	54x3	56x3½
Ignition	Bosch	Delco Remy

One-sixteenth inch larger bore and $\frac{1}{4}$ " longer stroke gives to truck -A- a 468 cu. in. displacement as compared with 434 cu. in. displacement for truck -B-. Torque ft. lbs. represents propulsive force in the drive shaft. The figures are 310 and 285 for -A- and -B- respectively. The significance of crankshaft diameters is apparent. In the matter of spring suspension, truck -A- has 11 inches longer front spring, controlled by an hydraulic shock absorber, which should give increased protection to the most valuable component of unsprung weight which is the engine. Truck -B- has 2 inches longer and $\frac{1}{2}$ " wider rear springs. Certain items not apparent in these specifications but which may be pertinent in service anticipations are credited to equipment -A-. They follow: All gears are case-hardened; timing gears are case-hardened and generator ground; crank shaft is case-hardened; a larger heavier rear axle; all springs and the motor are mounted in live rubber; twenty-two inch tires instead of twenty inch tires are supplied. I trust these items give a fair picture of comparative data.

In regard to the piece of equipment sold to some firm in another city for seven or several hundred dollars less than the price paid by the City of Indianapolis, I can best satisfy that question by advising you that the very same truck sold as aforesaid is now across the street in the Municipal Garage alongside our two new trucks, all of which are for your examination. This third truck is a Model BM, not as well suited for our operation, and was sold for \$4383.97, and our price on this same model with our special equipment, namely, Air Brakes, special paint job, etc., is \$4354.00. While a similar piece of equipment, it is 1500 lbs. lighter; smaller frame; smaller tires; smaller rear axle; and smaller motor. It was sold to the customer without Westinghouse Air Brakes (the approximate installation cost of which is \$600.00); without cab heater, or special paint. The conventional automotive specifications are available here on this sheet; The foregoing represents all the information I have been able to gather relative to this particular phase of the investigation; except the fact that the Manufacturer, -A- was enabled to make the sale of equipment to private business in another city because that business firm refused to accept delivery on the identical chassis which manufacturer -B- purposed to deliver to the Board of Public Works and Sanitation if it had been the successful bidder.

A list of motorized equipment owned by the Board of Public Works and Sanitation includes 177 units of which 40 appear to be passenger cars. There are 17 trucks of -A- manufacture, ranging in age from 4 to 14 years, representing a total age of 168 years, or

an average age of 9.88 years. There are 2 trucks of -B-manufacture, one 7 years old, the other 5 years old. Neither of these last two are of the heavy duty type, nor have they been used for tractor service. Therefore, I conclude that the purchasers had no basis of experience as to the suitability of make -B- for their special needs at this time. From my querries of and discussions with the Board of Works, it is apparent that their first considerations were for adequacy of service under all conditions, longevity, and minimum maintenance costs over that long period. The dispassionate information given by Fred Schriener at the Sanders Street Garage has been of incalculable help. I venture to say that he has a more thorough knowledge of equipment than any man available to Municipal employment.

I wish to take this opportunity to express appreciation for the patience, courtesy and cooperation to Messrs. Riley, Tennant, Brandt, and Eby. If it is your pleasure, I prefer to continue this report by calling in turn on Mr. Riley, President of the Board of Public Works; Mr. Schriener, Mechanics Foreman; and Mr. Losche, Purchasing Agent, to express whatever opinions and thoughts they consider relevant, and subject to questioning by the Council.

Riley
Schriener
Losche
In Municipal Government.

Responsibility of Administration Units and of individuals is to render certain definite services. Whether their service is for hire or for the satisfaction of community service, their responsibility remains the same. The goal should be the highest grade service, over the longest period of time, at the most reasonable cost. Since the issue has been raised and their judgment questioned, I think it only fair that this body unqualifiedly condemn or congratulate all of the people concerned on the exercise of their judgment.

In view of all the foregoing information and data, my findings are, that the Board of Public Works and the Department of Public Purchase made their selection, (1) on the basis of the suitability of the equipment to the needs of the service; the anticipation of long life; and the expectancy of definite economy per ton-mile of work done, (2) On the basis of the service records and maintenance costs of similar equipment already in use in the Department of Public

Works and Sanitation, (3) and on the basis of their experience in their own businesses and that of other firms whose experience would certainly be eligible relevant information. It seems apparent that the purchase was unquestionably to the advantage of the tax-payers of the City of Indianapolis. Undoubtedly the difference in first cost between equipment -A- and -B- will be amortized very early in the life of the equipment purchased. Finally, the truck sold to a firm in another city is not comparable to the trucks purchased by this city and would have been available to this city with extra special equipment at less cost than the bill of sale shows for the other purchaser.

Respectfully submitted,

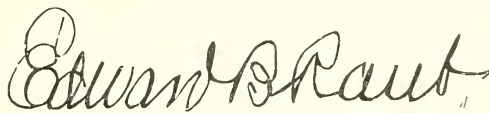
Chairman Committee on
Public Works.

THEODORE CABLE,
City Councilman 6th Dist.

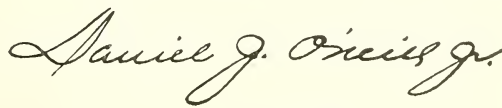
On motion of Mr. Fritz, seconded by Mr. Carr, the Common Council adjourned at 9:45 p. m.

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, held on the 4th day of November, 1935, at 7:30 p. m.

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)