

**lic Works, Asphalt Pavement Mixture Plant Equipment.**

Universal Mfg. & Sales Co.—Dept. Sts. & Traffic, Paint Striping Machines.

Adopted as follows:

Yeas — Councilmen Beck, Connor, Lincoln, Rogell, Smith, Van Antwerp, Wise, and President Miriani—8.

Nays—None.

**Recorder's Court**

December 22, 1954.

Honorable Common Council:

Gentlemen—I respectfully report to your honorable body that a jury duly impanelled in the Recorders Court, in the matter of acquisition of land for elimination of jog at northeast corner of Cass and Canfield Avenues rendered a verdict in favor of said acquisition December 3, 1954, which was confirmed by the Court December 22, 1954.

In accordance with the statute, I herewith transmit a certified copy of said verdict, and of the judgment of confirmation.

Respectfully submitted,  
E. BURKE MONTGOMERY,  
Clerk.

Received and placed on file.

**Streets and Traffic**

December 7, 1954.

Honorable Common Council:

Gentlemen—In 1948, the first parking meters were installed on our streets. Our purchase that year was divided between five different meters for experimental purposes. Since then, because of unsatisfactory operation, two of these original meters have been eliminated from further bids. In order to further improve the operation, maintenance, and collection features we believe one additional meter should be eliminated from bidding, i.e., the Karpark meter manufactured by the Karpark Corporation of Cincinnati, Ohio.

There are three city departments directly concerned with the mechanical features of parking meters. The Department of Streets and Traffic installs and maintains the meters and makes use of them as a traffic control device; the City Treasurer makes all collections; and the Municipal Parking Authority is interested because of the fact that the offstreet parking program is partially financed by the meter revenues, and any mechanical defect in a meter which would affect the revenue also affects the offstreet parking program.

The City Treasurer objects to the Karpark meter because:

1. The coin box door is located on the street side of the meter. This requires the collector to stand in the street in many cases when making collections, thereby subjected to traffic hazards. In addition, when the

gutters are piled with snow in the winter time, collections are difficult.

2. The coin box is too small. This box holds approximately 130 nickels compared to 200 coins in the case of the coin boxes supplied with the other meters now in use. This requires collections more often which has a detrimental effect on collection schedules.

3. Because the coin box is located on the street side of the meter, slush and snow splashed from the street in the winter time often times freezes on the door making it impossible to open.

4. The coin box itself is not of substantial construction, and the replacement of these boxes has been much greater in the case of the Karpark meter than the other meters in use.

The Department of Streets and Traffic objects to Karpark meters because:

1. The service door is on the street side, again requiring the service men to work from the street in many instances, thereby subjected to traffic. In fact, we have already had one case where one of our service men was bumped by a moving vehicle.

2. The mechanism in the door lock often freezes when subjected to slush and snow from the street, making it impossible to wind the clock in many instances.

3. This meter is of less rugged construction, and therefore more subject to vandalism than the other two meters now qualified for bids. Since the first of this year 4.0 per cent of the Karpark meters were smashed beyond repair as compared to 0.1 per cent in the case of Park-O-Meter, and 0 per cent in the case of Dual.

4. The Karpark meter is provided with a winding coin chute. This type of operation results in more coin jams in the case of this meter than in the other two meters now being accepted.

The specification submitted, herewith, will disqualify all automatic meters from bidding with the exception of Park-O-Meter and Dual. We feel these two meters are the best available today, and the prices are very favorable. In order to reduce to a minimum the operational and maintenance problems which during the past years have been so prevalent and costly, we respectfully recommend that this specification be approved.

Respectfully submitted,  
A. F. MALO, Director,  
Department of Streets and Traffic.

CHAS. N. WILLIAMS,  
City Treasurer.

JOHN D. McGillis, Director,  
Municipal Parking Authority.

By Councilman Beck:

Resolved, That the specifications for "automatic" parking meters of the Dept. of Streets and Traffic, as re-