

# COMPANY ENDS LARGE SUM IN YEAR

And Distribution  
System Are Im-  
proved.

Persons realize the extent or  
magnitude of the industry which sup-  
plies gas to the kitchen ranges in  
Indianapolis. The housewife lights  
her burner, and that's all the thought  
gives it.  
The Citizens Gas Company in 1925  
completed more than one-half million  
feet of its plants and distribution  
system. The main product, gas, is the  
main product. The land owned and  
operated by the company's plants and  
shops totals sixty-five acres.  
In addition, however, to the gas  
works, the company has a large garage  
for a dinner and to an un-  
pleasant odor noticed while driving  
on Fall Creek Blvd., the public  
comes in contact with some one  
other of scores of other products  
of the gas industry. Among these  
are aspirin, artificial amber, paraffin,  
solvent, perfumes, photo devel-  
oper, insecticide, radio parts, carbolic  
acid, graphite, coke, baking soda,  
phosphor and lampblack.

## By Products

All these materials are by-products  
of the manufacture of gas, which is  
supplied to customers in the city  
through various sized pipes, ranging  
from one-half inch to sixteen inches in diameter.  
The gas mains have a total mileage  
of 733, to which may be added 85,000  
feet of service pipes. During 1925, thirty-  
one miles of gas mains were laid.  
One of the outstanding additions  
made to the distribution system was  
the sixteen-inch high pressure main  
running from the Langsdale Ave.  
plant to Tibbs Ave. and Seventeenth  
St. and the twelve-inch low pressure  
main laid from Riverside Pkwy. to  
the same point, both of these mains  
being laid to take care of the grow-  
ing needs of the western district of  
the city and the requirements of the  
industries at Speedway City.  
At the Prospect St. plant there  
was completed a new domestic coke  
screening system, a model of its  
kind. At this plant also was con-  
structed a new steel two track rail-  
road bridge across Pleasant Run, re-  
placing an old one track wooden  
bridge and making for more efficient  
handling of yard traffic.

## At Langsdale Ave. Plant

At the Langsdale Ave. plant, 1925  
saw many changes. The new foundry  
dry coke handling system, con-  
structed there, greatly improved the  
screening of foundry coke, a notable  
feature of this equipment being a  
boom loader which gently lays the  
coke in railroad cars with a mini-  
mum of breakage and which re-  
placed an obsolete chute method of  
loading. In connection with this  
system, there was also constructed  
a new coke wharf on which the coke  
dumped after it has been

quenched or extinguish it, for when  
it comes from the ovens and is dis-  
charged onto a steel car which  
takes it to the quenching station, it  
is a flaming mass.

It takes approximately one ton  
of water for every ton of coke to  
quench it properly. With the large  
volume of yard traffic which must  
be handled daily, the pressing need  
for a locomotive at the Langsdale  
Ave. plant was met toward the lat-  
ter part of the year, when a large  
engine of approved switching type  
was purchased.

An interesting improvement at the  
Langsdale Ave. plant is the Cottrell  
electrical tar precipitator, which by  
means of electricity extracts the tar  
from the gas.

## Coke Handling System

Among the important construction  
work which will be completed early  
next year will be the new foundry  
coke handling system at the Prospect  
St. plant, which will be of a type  
similar to that already in operation

at the other plant. Early spring will  
see the major portion of the new  
plant for the production of sulphate  
of ammonia nearing completion. The  
product of this plant, sulphate of  
ammonia, a material looking some-  
thing like sugar, has won recognition  
in agriculture as one of the most  
efficient carriers of nitrogen, a  
necessary plant food. And the re-  
mainder of the plant, which will cost  
altogether around \$340,000, will be  
finished by July.

Coke ovens operate continuously  
during the twenty-four hours of the  
day, and there must always be a  
constant supply of coal available for  
the recharging of ovens. No risk of  
breakdown can be taken, and so that  
the gas supply of the city may be  
more fully safe-guarded, there will be  
constructed at the Prospect St. plant  
about the middle of the year a new  
coke handling system, an improve-  
ment which alone will cost approxi-  
mately \$350,000.

At the Langsdale Ave. plant the

improvement program contemplates  
the installation of additional ap-  
paratus in the water gas plant,  
which will cost approximately  
\$85,000. It is quite essential that all  
equipment in this department be  
kept in as efficient condition as  
possible, for while it is not regularly  
used it stands as a safeguard to  
the city's gas supply, and is even  
ready to take up the burden of  
supplying the city with gas in case  
there should be any interruption in  
the supply of coke oven gas, or to  
assume the peak of the load during  
severe winter weather.

A great many other betterments  
will be made in the plants, including  
the construction of additional yard  
tracks. In the distribution depart-  
ment there also will be considerable  
activity in the way of construction  
of additional feeder gas mains of  
larger size, which will be part of a  
system of large mains which will  
eventually girdle the city.

We Sincerely Wish

all

Indianapolis

a

Prosperous New Year

Kahn Tailoring Co.

# One Co-Ordinated System Will Solve This City's Transportation Problem

The transportation problems of Indianapolis will be well on  
their way to solution when ALL the people of Indianapolis  
realize, as the majority NOW realizes, that the system which  
offers the greatest convenience to the greatest number de-  
serves the greatest support.

Privately owned and operated vehicles can not be econom-  
ically used in the congested streets of Indianapolis today.

Because the street car system and its auxiliary busses offer  
to the greatest number the greatest convenience and economy  
it is the most valuable to the community.

The Indianapolis Street Railway Company now transports  
on cars and in busses a daily average of more than 280,000 per-  
sons. Its cars and coaches travel a total of approximately  
40,000 miles a day for the convenience of its patrons.

Some of these miles are profitably traveled. Others do not  
bring sufficient revenue to pay the men who operate the ve-  
hicles. But ALL are necessary to the convenience of the public  
which this company has pledged its resources to serve.

The "fat" lines must make up the losses of the "lean" ones. In  
a common treasury the earnings of all lines must be balanced  
and the whole must provide reasonable returns for the service  
rendered by all lines as a whole.

Today the Indianapolis Street Railway Company is offering  
more transportation facilities than ever before in the history  
of the city.

And it stands ready, able and willing to expand these facili-  
ties to meet the necessities of the WHOLE of Indianapolis as  
rapidly as the people of Indianapolis demonstrate their willing-  
ness to make use of MORE transportation.

Street cars are the most economical and satisfactory ve-  
hicles for the transportation of the public in large numbers.  
For territory less productive of traffic, busses are a great pub-  
lic convenience.

The Indianapolis Street Railway co-ordinates them, each in  
accordance with its greatest efficiency.

Its purpose is the provision of adequate transportation with  
the greatest economy for ALL the citizens of Indianapolis. Its  
ability to accomplish that purpose is limited only by the co-  
operation it receives in the way of patronage. In transporta-  
tion, as in any other field of service, both economy and service  
are measured by the volume of patronage.

Undivided patronage of the co-ordinated system of busses  
and street cars means the expansion of both to the extent that  
they are necessary for the convenience of ALL.

And undivided patronage further means economy for the in-  
dividual, convenience for the whole city and speedy solution of  
many of the transportation problems of today.

## In 1925

In a whole-hearted effort to keep pace with a  
growing Indianapolis, the street car company  
made 1925 a year of notable development.

It extended service to more than fifteen thou-  
sand citizens who were not adequately served.

It operated more street cars than ever before  
in its history.

It rebuilt more trackage and roadway than in  
any year since 1901.

It remodeled seventy-five street cars and start-  
ed a hundred more through its shops.

It speeded up its street cars and reduced acci-  
dents by more than 20 per cent.

It finished the year with twenty-nine new  
motor-coaches traveling nearly sixty miles of  
streets in neighborhoods that were not served be-  
fore, and three hundred and twenty-six street cars  
piling up a daily average mileage of nearly 40,000  
miles.

Today it is hauling a daily average of more than  
280,000 passengers at rates which are less than the  
average cost of similar accommodations in the  
United States.

## In 1926

Do you want better transportation in 1926?

It's the patrons who make the service in the  
transportation field as well as in any other busi-  
ness.

The Street Railway Company, which has strained  
every resource to maintain and improve its service,  
can expand no faster than its patronage warrants.  
But every facility which it has developed in the  
years it has served Indianapolis is capable of further  
expansion. With the co-operation of the traveling  
public of Indianapolis, there is no limit to the  
facilities that can be provided.

Your undivided support of one co-ordinated  
system of street cars and busses means a great  
number of both. More patronage begets more  
service, it makes possible the reduction of costs and  
it produces greater conveniences.

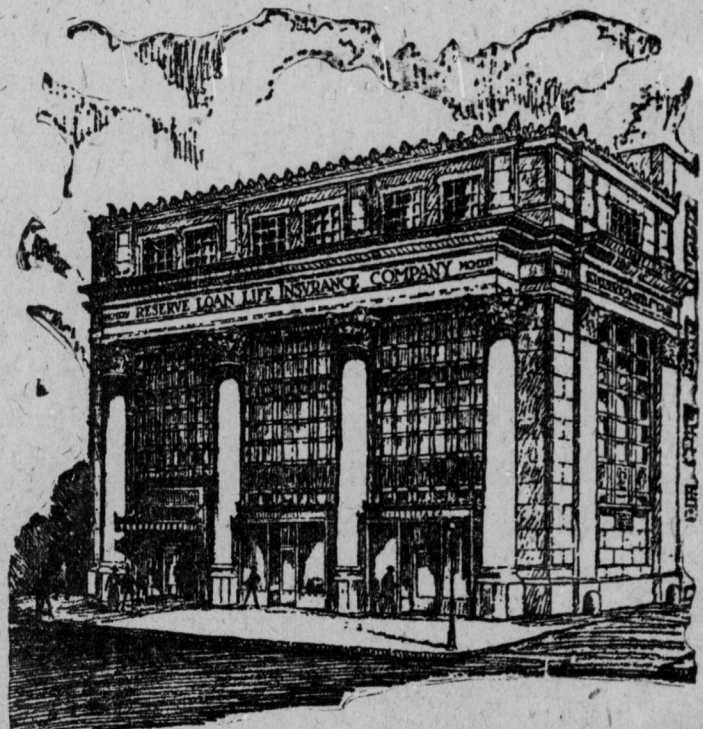
For a bigger and better Indianapolis, with Bet-  
ter Transportation and More of it, ride the street  
cars and their connecting busses.

Patronize the one company in Indianapolis that  
is consistently and continually trying to provide for  
ALL Indianapolis the dependable, co-ordinated and  
economical transportation that the growing city  
requires.

The Indianapolis Street Railway Co.

# The Home Office Building of THE 24-HOUR COMPANY

at 429 North Pennsylvania Street



Death claims, since organization, paid  
within 24 hours of receipt of proofs

ASSETS OVER \$8,500,000.00  
SURPLUS TO POLICY HOLDERS OVER \$750,000.00

EXPERIENCED SALESMEN WANTED

**RESERVE LOAN LIFE**  
INSURANCE COMPANY  
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