

STREET RAILWAY COMPANY GIVES PLANS FOR 1926

Schedule, Improved
More Busses Among
Promises for Year.

Emerging from a year in which it has extended transportation facilities to a greater number of Indianapolis residents than ever before, the Indianapolis Street Railway Company is well started on an improvement program for 1926 designed to keep pace with the growth of Indianapolis.

In 1925 the company established approximately sixty miles of bus routes, rebuilt the greatest amount of trackage since 1901, succeeded in shortening the schedule time of its cars on all lines and simultaneously reduced the number of accidents by approximately 20 per cent.

In 1926 the company plans to continue rebuilding of tracks, to remodel 100 street cars, to extend its bus service in accordance with the necessities of traffic, and, if possible, to better the power situation on its lines by the erection of sub-stations.

Three Bus Lines

The greatest single addition of the Street Car Company to the transportation facilities of Indianapolis in the last year has been the establishment of three through bus lines and serving at least 15,000 citizens who have not heretofore had easy access to transportation lines.

Immediately following the taking effect of an act of the last Legislature granting the company the legal right to operate motor busses, the company started feeder lines into developing territory beyond its car tracks. Thereafter it established through lines from Monument Circle into territory that was difficult of access by street cars.

The plan of augmenting the service of the established street car lines by the use of connecting busses, and adding through bus lines when the public convenience of such becomes apparent has been firmly established by the company whose representatives are constantly studying traffic needs with a view to laying out such lines.

Largest Operator
In a period of approximately eight months the street car company be-

came the largest operator of city bus lines in Indiana. Its investment in busses alone exceeds \$275,000 and property of a value of at least \$300,000 has been converted to the use of the busses. The extent to which this branch of the company's business will be developed in 1926 depends upon the necessities of the public which the company has declared it is "ready, willing and able" to serve with busses as well as street cars.

At present the street car company is operating busses over routes totaling 59.33 miles, as follows:

Circle to Speedway City, 11.33 miles; Circle to Emerson Ave., 11.43 miles; Circle to Madison Ave. to Napoleon St., 6.7 miles.

E. Tenth and Arlington to Sherman and Michigan, 4.35 miles.

English Ave. and Keystone to Sherman Dr., 2.73 miles.

Central and Thirty-Fourth to Fifty-Ninth St., 6.01 miles.

Capitol and Thirty-Fourth St. to Fifty-Second St., 4.70 miles.

W. Washington and Mt. Jackson to Lynn St., 5.33 miles.

College and Forty-Sixth St. to College and Fifty-Second St. via Keystone Ave., 5.90 miles.

The rebuilding of tracks and roadways has not been confined to any one part of the city and much of it has been done in connection with improvements undertaken by the city and the company.

Bigger Barns

The capacity of the W. Washington St. barns was materially increased by the installation of additional special track, making a twenty-five-track ladder layout. Approximately 4,000 feet of rail was laid and the capacity of the layout increased eighty cars.

In addition to the installation of a temporary gantlet track to permit operation during construction of the new Oliver Ave. bridge, a double-track branch-off and 3,000 feet of new track across the new bridge was built. New railroad crossings were also installed in Kentucky Ave. at this bridge.

The building of a new bridge over White River in Kentucky Ave. was accompanied by the laying of 4,000 feet of single track, making a double-track across this bridge.

Tracks were replaced in College Ave., between Eleventh and Twenty-Fifth Sts.; in S. West St., between South and Morris Sts.; in Twenty-First St., between Illinois St. and Senate Ave.; in S. East St., between Morris St. and Woodlawn Ave.

In E. Tenth St., between Pershing and Tibbs Ave., an additional track of approximately 3,700 feet was laid and 4,500 feet of track re-

placed, making a double-track line.

In Central Ave., between Twenty-Third St. and Fall Creek, 4,000 feet of single track was replaced, and in Pennsylvania St., between Forty-Sixth and Fifty-Second Sts., 4,000 feet of single track was replaced and an additional 1,000 feet laid to provide double-track facilities.

Tracks Improved

Improvements were also made to existing tracks in Minnesota St., Harding St., Talbott Ave., Noble St. and work started in S. East St.

Renewals were made in part at practically every one of the downtown intersections and the special track at Delaware and Maryland Sts. was replaced and paved with granite.

Retraining and resurfacing the Mars Hill line from Eagle Creek to its end accompanied the resumption of street car service to Mars Hill under a contract with the Improvement Association's interest in that suburb.

An idea of the scope of the rebuilding done in the year can be gathered from the fact that the company used 1,500 tons of steel, 33,000 ties, 670,000 paving bricks and 60,000 paving stones.

In connection with this work, 5,600 rail joints were welded by the thermite process, making continuous steel rails on which cars operate more smoothly and with less loss of electric energy.

Seventy-five cars were completely overhauled and remodeled in the company's shops during the year and the program for the coming year calls for the remodeling of 100 street cars, which will be fitted so that they can be operated as one-man cars when desired.

One-man cars were placed in operation on the Alabama, Lexington and Minnesota lines during the year, and it is planned to extend this method of operation to other lines in 1926 because of its economy and satisfactory results.

Schedule Speeded

As a step toward making more intensive use of its equipment and affording the public the most rapid transit consistent with safety, the company has carried on an extensive campaign for speedy and careful

operation of street cars. It has succeeded in reducing the running time of street cars on some lines by as much as ten minutes between terminals and the average speed per mile of the system is now 3:57 miles per hour. In the face of faster schedules and the continued congestion of Indianapolis streets a reduction of approximately 20 per cent in the number of accidents for the year has resulted from rigid enforcement rules and work with the personnel of the car crews.

While it is a fact that the gross revenues of the street car company have not been as large as the estimates made at the time of the granting of increased fares, in 1924, it is also a fact that the company has succeeded in making many improvements outlined at that time and in affording to the public greater transportation facilities than existed theretofore.

More cars were in operation throughout 1925, and with the addition of busses there was a substantial increase in facilities. Officials of the company who are in constant touch with the industrial and commercial development of Indianapolis foresee a continuation of the development in step with the future growths of the city.

More Cars

Increased power facilities, more cars and more busses are enumerated as among the necessary future development of the present system.

The year 1925 was the first complete year of operation under the order of the Public Service Commission of April 18, 1924, which established the six and a quarter cent ticket fare. Accompanying this order was the proviso that revenue earned in excess of the revenues for corresponding periods in 1923 should go into a special fund for maintenance purposes only. At the time this order was issued it was estimated that under its terms \$500,000 a year would be available for renewal of the system. These estimates were never realized, the traffic in 1925 having fallen off to an extent that the increase in fares brought no additional revenue to the company. For the first ten months of the year, there was \$95,742.25 shrinkage in the gross revenue of the company over

the gross in the same ten months of 1924.

It was estimated in April, 1924, that the special maintenance fund would amount to \$416,666 at the end of October, 1925. However, the decrease in traffic not only caused a failure to realize this figure but was such that the deficiency in the estimate amount to \$511,408.81.

Autos Blamed

This decline in gross revenues, attributed to the use of private vehicles, busses and general industrial conditions, led to an appeal from the company for an increase in transfer charges which would yield a theoretical addition to revenue of \$175,000 or a practical revenue sufficient to re-establish the gross at approximately the previous figures.

Significant of the appreciation of the public of the effort of the company to improve its service was the fact that there was no opposition to the petition for more revenue when it was presented and heard by the public service commission.

At the present time, the Indianapolis Street Railway gives employment to the heads of more families than any other utility operating in the city, pays annual taxes of approximately \$400,000 and serves approximately 275,000 passengers each day. Its annual payroll is about \$3,000,000 and its service makes possible the successful conduct of a large number of business enterprises which are wholly dependent on the existence of economical transportation facilities.

The Indianapolis Street Railway system is distinctly an Indianapolis institution. Its revenues come from Indianapolis people and practically all of its disbursements are made in Indianapolis to Indianapolis residents. Approximately 75 per cent of its stock is held by Indiana citizens.

Its present development is in answer to the needs of the people of Indianapolis for the most economical transportation possible and its future development must, essentially, keep pace with the future progress of Indianapolis.

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On the Circle

"PURE" and "ADEQUATE" are the words

For the sake of health, convenience and fire protection for life and property, a city's water supply must be a vital consideration of the community. The water must be pure. There must be plenty of it for regular use, plenty for emergencies.

"Pure" and "adequate" are the words that faithfully describe the water supply of Indianapolis.

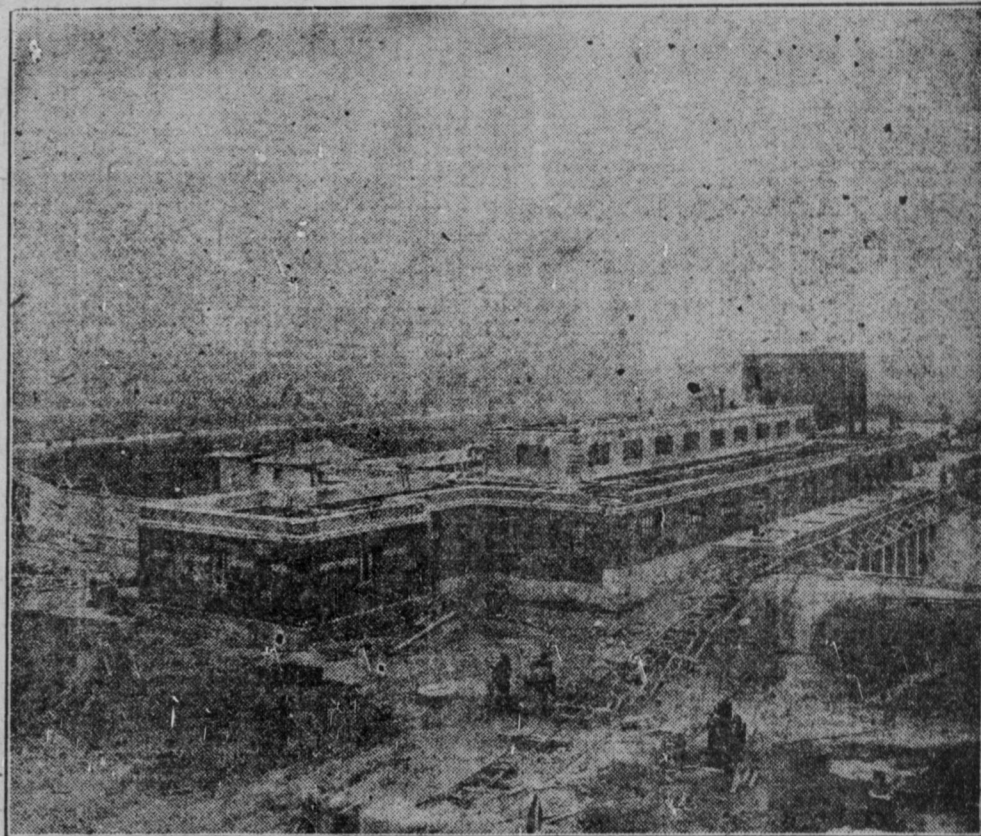
Purity?

Laboratory records show that the Indianapolis water supply has for over five years more than met the new and higher standard of safety and purity for public water supplies adopted in 1925 by the United States Public Health Service. The American Medical Association's typhoid survey places Indianapolis in the list of first rank cities. With the pure water supply, pasteurized milk in universal use, sewage disposal and garbage removal work efficiently handled and with the elimination of the polluted private well, Indianapolis should shortly win a place in the Honor Roll of cities fighting to wipe out typhoid.

Adequacy?

The National Board of Fire Underwriters gives Indianapolis a rating of Class 1½—within half a class of the very best rating accorded, which few cities attain, and with the great bulk of American cities scattered through five classes below Indianapolis. This rating can only be attained by cities enjoying an adequate supply of water, under sufficient pressure.

These ratings were achieved in 1925 by reason of work done and money expended in years past. Public utilities invest in the future, anticipating the needs of growing communities. The Indianapolis Water Company, in line with this necessity policy, is preparing for the needs of Indianapolis in years to come. In 1925 the Company has done the biggest year's development work in its history—to keep the city's water supply pure and adequate.



\$1,000,000 for Present and Future Needs

In 1925, the Indianapolis Water Company spent more than one million dollars improving the present water supply facilities and preparing for the future.

The Company completed a twelve-million gallon, daily capacity addition to its filter plant. This addition is a rapid sand or mechanical filter, embodying the best principles known to the science of water engineering. The Company installed two new pumping units, each with a daily capacity of six million gallons.

The Company laid more than 23 miles of new water mains. Nine miles of these mains were force, or feeder mains 12 inches to 36 inches in diameter, designed to increase efficiency of service for industrial use and for fire protection.

The Company installed 255 fire hydrants of the two-way and steamer connection type, and is now replacing all four-inch with six-inch hydrants.

During the year the Company paid \$347,123.33 in taxes to the Treasurer of Marion County, increased the number of customers by 4,370, and employed 300 to 600 people in the work of maintaining and extending service.

The Citizens of Indianapolis May Rest Assured That Their Water Supply Will Be Held as Safe as Modern Knowledge and Skill Can Make It.

Indianapolis Water Company

PASHCO
WINDOW SHADES

"A SHADE BETTER"

Made in Indianapolis, by Indianapolis people, for Indianapolis homes and business houses. Indianapolis has always demanded the best which is the outstanding reason for our success.

For 1926, as in the past, it will be the policy of the Patterson Shade Company to do things just a "shade" better than in the year just gone.

We predict for Indianapolis in 1926 bigger and better business than in any year past and we wish to announce to our many friends and patrons that we will do our utmost to make 1926 the biggest and best of all.

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