

DELAY ACTION ON BUS FIRM'S ROUTE MERGER

500 East Siders Favor It,
400 Oppose Plan
Before Board.

Exposed to the cross fire of two East Side groups, Works Board members today pondered a proposal to consolidate the 16th St. and Emerson Ave. and the E. 21st St. and Ritter Ave. bus lines into a single route.

Board members found the proposal contained a highly explosive possibility in a public hearing yesterday. More than 250 East Siders appeared to debate the idea vigorously, taking advantage of the opportunity to inject criticism of street maintenance in the vicinity.

Finding themselves in the hottest spot since someone tried to open a Mardi Gras festival on E. 10th St. last spring, the Board members delayed approval of the consolidation plan until March 25, for "further study."

Proposed By Coach Firm

The consolidation was proposed by the Peoples Motor Coach Co., an Indianapolis Railways, Inc. subsidiary, to cut expenses on the two lines, which the company asserts are operating at a loss.

The merger, railroads officials explained, would enable the company to extend bus service east to Arlington Ave. for the first time, and to double the service in the area.

On file with the Works Board office are petitions bearing the names of 500 residents who favor the consolidation, and 400 who oppose it.

Those in favor assert that the service not only would be doubled and extended for the majority, but that the minority would suffer only a slight inconvenience in the elimination of busses on several streets, as contemplated in the plan.

Claim Plea Not Justified

Those opposing the consolidation contend that the company's claim that it is losing money on the two lines is insufficient justification in merging the lines.

They assert that a much larger percentage of bus riders will be inconvenienced than the company and proponents of the plan have estimated, and that the removal of bus service from several streets would cause a deterioration of residential property values.

The proposed route would be New York St. to Rural St., to 13th St. to Parker Ave., to Nowland Ave., to Gale St., to 16th St., to Bosart Ave., to 21st St., to Euclid Ave., returning east on 21st St. to Arlington Ave., back 21st St. to Bosart Ave., traversing that route to the Circle.

**NEW TRIAL MOTION
TO BE OVERRULED**

Criminal Court Judge Dewey E. Myers said today he would overrule a motion for a new trial in the case of Russell V. Duncan, Indianapolis attorney, convicted two weeks ago on charges of receiving stolen goods.

Mr. Duncan began serving a 1-to-10-year prison term last week. He was convicted of participation in a scheme to dispose of a quantity of stolen automobile tires. The motion for a new trial was filed by the defendant Thursday.

**The "BUY WAY" of Indianapolis
DOWNSTAIRS at AYRES**



Print DRESSES

\$3.98

You'll enjoy the thrill of forming your spring ensemble with one of these very attractive prints. They go perfectly with your spring coat and then a little later they'll be just as smart without the coat. The prints are small, monotone and colorful for spring. Sizes 12 to 20 in the group.

—Downstairs at Ayres.

On His Own



Daniel Murphy . . . he put his "bug" aside.

Daniel J. Murphy Plans to Rest for Long Time; Worked 51 Years.

Daniel J. Murphy, 422 Iowa St., is on his own today. For the first time since Oct. 8, 1888, when he became a telegrapher for the Indianapolis Union Railroad, he has put his "bug" aside.

A "bug" is a Morse operator's key. Yesterday Mr. Murphy, who is 70, was retired on pension and he plans to rest for a long time. This fall he will go to California for a visit. Beyond that he has no plans.

Mr. Murphy, who is a native of Indianapolis, went to work for the Belt Railroad in 1888 and then went with the Big Four. In 1904 he returned to the Belt and was there until yesterday.

He was a telegrapher in Indianapolis when the train carrying Purdue University fans to a Purdue-Indiana University football game was wrecked in Indianapolis. He considers that one of the most exciting professional times of his life.

He recalls that when he first went to work the working day was 12 hours long. There was a crew of six operators then, and he is the last surviving member of the crew.

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**GAIN IS SHOWN
BY WATER CO.**

**Increase in Customers and
Revenue Revealed in
1939 Report.**

The Indianapolis Water Co. today reported a gain of 1703 customers for 1939 in its annual report filed with the Public Service Commission.

The increase, largest in a decade, brought the total number of consumers to 79,078.

The report showed slight gains in gross operating revenues—\$2,692,028; in gross corporate income—\$1,259,380, and net income—\$649,173.

Tax Payments Listed.

Operating expenses were listed as \$1,445,996, including tax payments of \$617,826.

The company reported regular dividends totaling \$425,000 on the 500,000 shares of no par value stock, with holders of preferred stock, having a par value of \$1,054,900, receiving dividends of \$52,745. Interest on the \$13,827,000 of outstanding bonds totaled \$483,945.

During the year, the company's water pumping totaled 11,009,820,000 gallons. The one-day maximum was Sept. 15, with 44,520,000 gallons, while the minimum figure was 22,380,000 gallons on April 9.

Mains Show Increase

An increase of 14 miles of mains during the year brought the total mileage to 692. Fire hydrants at the close of the year totaled 6207, a gain of 90, while the average number of employees was 345, an increase of 13.

For the year, the company listed capital improvements at \$249,701, with an additional \$354,195 shown for work in progress as the year ended.

The \$354,195 represented the completion of a million and a half gallon elevated storage tank in the Blue Ridge district and the start of a 16 million gallon daily capacity water purification plant at the company's Fall Creek pumping station.

On His Own

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