

6th Fare Hike Since '45 Asked by Transit Firm

PSC to Hear New Plea Next Month

By IRVING LEIBOWITZ
The city transit system, which has raised fares 5 cents in five years, now is again before the State Public Service Commission for a new fare increase.

Two days after the election, the Democratic-controlled commission will hear transit officials testify why Indianapolis Railways needs more money.

Once again Public Counselor Walter Jones has elected to oppose the increase on the grounds that a fare boost today is "not necessary" in the financial operation of the company.

W. Marshal Dale, president of the transit firm, has said that the busses and trolleys are "over-worked, undernourished and strangled by competition with private automobiles." And, he added, the company needs 80 new busses.

Abbott Agrees

The solution to the problem, he said, is in a fare increase.

Hugh Abbott, Democratic chairman of the commission, is in complete agreement. He said the transit firm needed an increase two weeks before Indianapolis Railways asked for it.

Mayor Feney criticized the statement. He said Mr. Abbott's remarks "bordered on being prejudicial."

The transit system's shaky financial condition is not new. When the transit company came out of a bankruptcy in 1932 with new capital, new personnel and new equipment, there was hope that the system would some day be on "solid ground."

It never has quite made the grade.

Because there was a growing belief that higher fares could not, by themselves, solve the perennial financial problems of any transit system, one efficiency survey after another was made.

Same Results

The results were all the same. To make money the company had to take the following steps:

ONE: Modernize facilities and services.

TWO: Operate with minimum fares consistent with cost of service under efficient and economical management.

THREE: Make a positive effort to shift private automobile riding as much as possible to mass transportation vehicles.

The city's transit officials all pledged themselves to economy drivers and some even promised to "hold fares down." But still the fares grew larger.

Aug. 23, 1946, Harry Reid, then president of the transit company, pledged to expand service and buy equipment valued at \$4.5 million in return for an additional fare increase.

Economy Program
The fare increase was subsequently granted. How much of the \$4.5 million investment followed has never been announced.

More recently, Mr. Dale, upon taking control of the company's operations from Mr. Reid, promised to "eliminate the remaining street cars and make the operation safer, more comfortable and cheaper."

He launched a three-point economy program, consisting of a per-

How We've Fared

	Fares
September, 1945	
Cash Fare	7c
Token Fare	6 1/4c
Token Combination	4 for 25c
School Ticket Fare	6 1/4c
School Ticket Combination	4 for 25c
Transfers	2c (*)
Sept. 15, 1945, to Jan. 21, 1946	
Cash Fare	10c
Token Fare	6 1/4c
Token Combination	8 for 50c
School Ticket Fare	6 1/4c
School Ticket Combination	8 for 50c
Transfers	2c (*)
Jan. 21, 1946, to Aug. 14, 1946	
Cash Fare	10c
Token Fare	6 1/4c
Token Combination	4 for 25c
School Ticket Fare	6 1/4c
School Ticket Combination	4 for 25c
Transfers	2c (*)
Aug. 14, 1946, to Dec. 19, 1947	
Cash Fare	10c
Token Fare	8 1/4c
Token Combination	3 for 25c
School Ticket Fare	8 1/4c
School Ticket Combination	3 for 25c
Transfers	2c (*)
Dec. 19, 1947, to July 13, 1948	
Cash Fare	10c
Token Fare	8 1/4c
Token Combination	10 for 50c
School Ticket Fare	5c
School Ticket Combination	Free
Transfers	2c (*)
July 13, 1948, to Dec. 27, 1949	
Cash Fare	11c
Token Fare	10 for 50c
Token Combination	2c (*)
School Ticket Fare	11 1/4c
School Ticket Combination	5c
Transfers	10 for 50c
Dec. 27, 1949, to Present	
Cash Fare	12c
Token Fare	11 1/4c
Token Combination	5c
School Ticket Fare	12c
School Ticket Combination	2c

(* Free transfers from and to feeder busses and their connecting lines.

sonnel shakeup, curtailment of non-essential and duplicating services and a general office economy will later base its valuations for future returns."

The Public Service Commission also granted the utility a new fare increase.

But with a new fare increase and the three-pronged economy drive less than six months old, Mr. Dale and other transit officials have seen fit to ask the Public Service Commission for a new fare boost.

The latest transit hike brought the fares up to the current 12-cent charge, plus a two-cent transfer. Nine years ago, in September of 1945, it cost seven cents to ride a bus or street car.

Switch to Cars
And a great majority of the city's transit riders say "the service got poor and the fares went up." Many former transit riders, consequently, have switched to private automobiles.

Mr. Dale, like other transit officials over the nation, is aware of the trend. Fewer people are riding busses in proportion to the population, he says.

But, asks Mr. Dale, "where are we going to get enough money to buy the 80 new busses we need if we don't get a fare increase?"

"We have little money in our depreciation fund," he said, "and those busses cost \$17,000 apiece."

Public Counselor Jones says the transit company has no right to ask the transit-riding public to pay additional money to buy new equipment for the company.

"A utility is expected to receive a fair margin of profit on its investment," he says, "but it cannot and should not ask the cus-

tomers to pay for new equipment upon which the company will later base its valuations for future returns."

Need Modernization
Most transit authorities agree that the underlying cause of traffic problems is the continuance of antiquated, unattractive, slow-moving, crowded and uneconomical transportation facilities that have not been kept up with technological progress and with changing requirements of the traveling public.

They say most companies have been rather unprogressive, concerned chiefly with their immediate interests and problems and too little with long range efficiency and public interest.

Other cities of comparative size have transit fares that vary. Transit authorities say each city has a different problem.

Three cities, with problems similar to Indianapolis, have flat 10-cent fare rates. They are Birmingham, Oklahoma City and Atlanta. Other cities, including Minneapolis, Schenectady and Seattle, have rates ranging from 12 to 15 cents.

Transit officials, however, are beginning to recognize the fact that the solution to their financial problems doesn't mean hitting the public for another fare increase.

Footnote on U. S. Steel

Among those which said they had made no expenditures designed to influence Congress' thinking was U. S. Steel, one of the nation's largest corporations.

A footnote in the committee's report said that despite this disclaimer, the records of the Foundation for Economic Education show that U. S. Steel contributed \$30,000 to that organization.

Many of the largest corporations reported heavy expenditures for either direct or indirect lobbying activities. Among them were General Motors, General Electric, Gulf Oil Corp., Jones and Laughlin Steel Corp., New Gas and Electric Co., Southern Railway, Schenley Industries, Inc., and Socony-Vacuum Oil Co.

3 DIE IN TENEMENT FIRE

NEW YORK, Oct. 21 (UPI)—Three children were burned to death in Brooklyn today when they were trapped by flames in their tenement bedroom. Three relatives were burned, two of them critically, as they fought to rescue the children.

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Symphony Soloist



Traffic Claims Five Lives on State Roads

College Bus Crash Here Injures Six Football Players

Traffic took its toll on Hoosier roads yesterday, adding five persons to the year's fatality total and almost bringing tragedy here to a victorious football team.

Nine men, including six gridironers of the Wilmington, Ohio College team, were injured last night when a bus and a converted hearse collided in the 4800 block W. Washington St.

The dead over the state:

Alfred Alcala, 21, Chicago.
John Dillon, 24, Highland, Ind.
Billy Payne, 19, Highland, Ind.
Mrs. Molle Aldridge, 69, Switz City, Ind.

John A. McGurty, 52, Charleton, Ill.

Mr. Alcala died in Methodist Hospital at Gary of injuries received Friday when his car collided with a truck in West Gary.

Mr. Dillon and Mr. Payne were killed yesterday when their car was struck by a Chicago-bound Pennsylvania freight train at a crossing south of Munster, Ind.

Hits Truck

A car-truck crash yesterday on Ind. 57, two miles south of Bloomfield, Ind., took the life of Mrs. Aldridge. She was a passenger in a car driven by Miss Mary Tibbett, 40, Lyons, Ind. Miss Tibbett was taken to a hospital in Linton. She suffered a crushed chest and is in a serious condition.

The car struck a truck which was slowing down on the approach to a narrow bridge.

A station wagon in which Mr. McGurty was riding sideswiped a bridge and overturned on Ind. 46, one and a half miles east of Terre Haute at 5:45 p. m. yesterday.

Driver of the vehicle was John C. Ellis, 27, Paducah, Ky. Mr. Ellis and two other passengers, Dr. J. C. Montgomery, 42, Charleston, Ill., and the Rev. Father Martin Reidy, 49-year-old Arcola, Ill., priest, were injured. Father Reidy suffered a broken right leg.

Report Covers Only Few

Pointing out that there are more than 500,000 corporations in the country, Mr. Buchanan said he wanted "to emphasize that this report covers the activities of only a very small portion" of the national total.

"I firmly believe that the business of influencing legislation is a billion-dollar industry," he said.

The committee sent out questionnaires to 173 corporations asking them for detailed reports on their direct or indirect attempts to influence legislation.

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Driver Hurt

Driver of the bus, Floyd Smalley, 52, president of the Xenia Hillsboro Bus Line which had chartered the vehicle to the college, suffered a leg injury and cut on the face.

Robert G. Kassel, 22, Delphi, driver of the converted hearse, was injured, along with a passenger, Clark Carr, 19, also of Delphi.

All the injured were taken to General Hospital to be examined. Mr. Carr was then sent to Robert W. Long Hospital with a head injury.

Two state police cars took the injured athletes to the hospital.

Ambulance in Crash

An ambulance en route to the scene of the accident was involved in a crash in the 4400 block on W. Washington. Driver of the car which collided with the emergency vehicle was Allen Alfred, 17, of 316 S. Taft St. He was booked on charges of reckless driving and failure to stop at a preferential street.

Another ambulance had to be dispatched to the scene of the bus crash. The converted hearse was a total wreck. The fire department sprayed down gasoline spilled from the wrecked hearse.

There were 31 passengers on the bus, police reported. Most of the football players, tired after the afternoon game, were sleeping when the accident occurred.

**GE to Expand Plant
For Making Jet Engines**

LYNN, Mass., Oct. 21 (UPI)—The General Electric Co. plans to expand its facilities for making the J-47 jet engine, used in the world's fastest plane—the North American F-86 fighter.

C. W. Lapierre, manager of GE's aircraft gas turbine division, said today more factory space would be obtained at the company's Lockland, Ohio, plant as soon as negotiations for the expansion were completed.

POET'S RITES TODAY

AUSTIN, N. Y