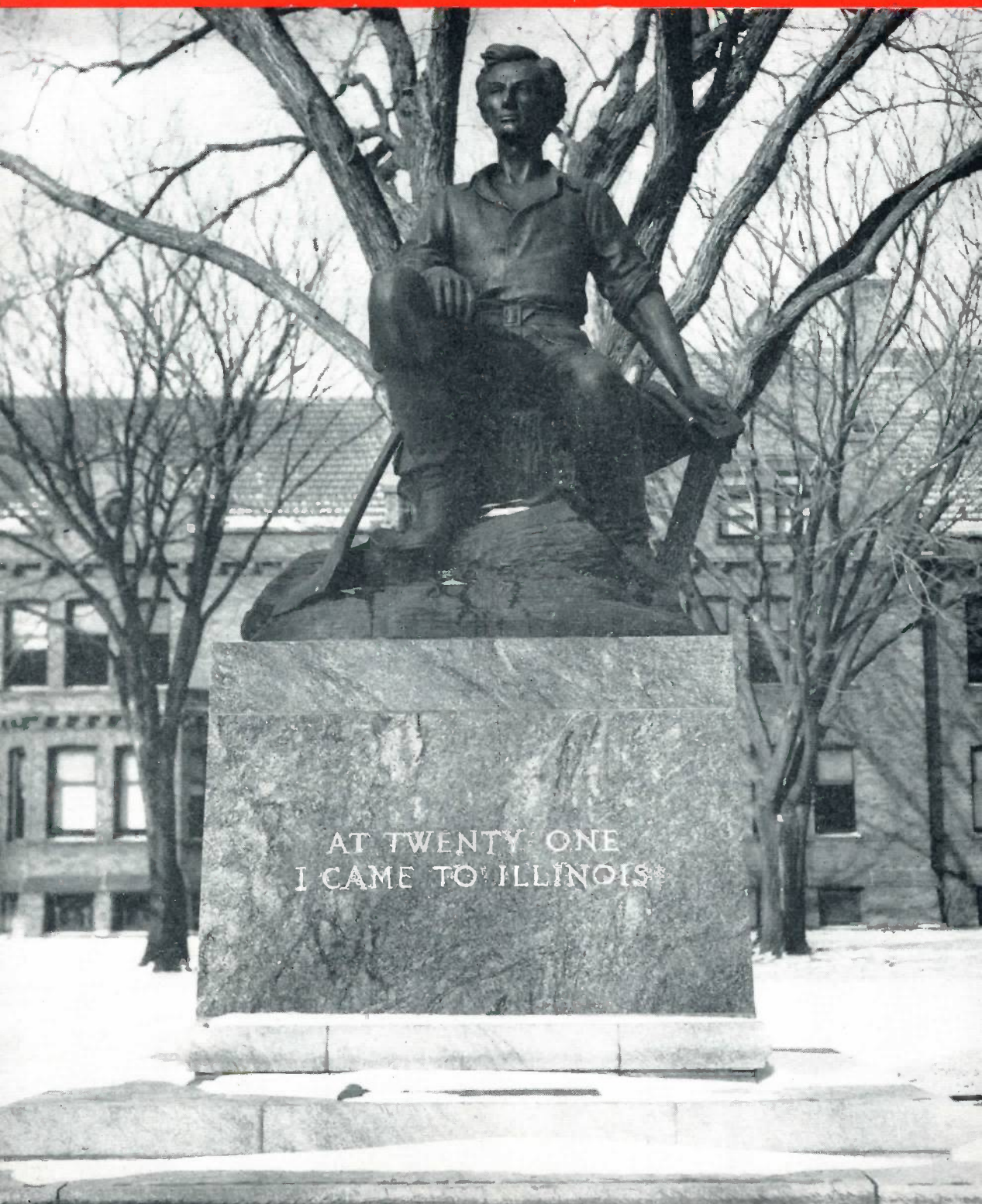
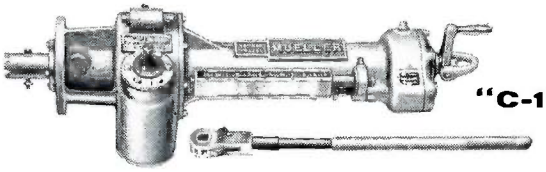
MUELLER Record

FEBRUARY • 1955



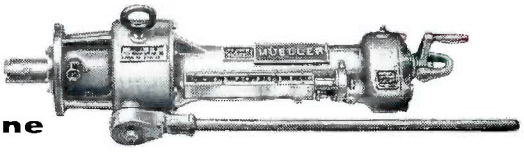


"C-1" Drilling Machine

MUELLER

Proven Design Gives Versatility

"CC" Drilling Machine



Install needed valves and connect branch mains, under pressure, with a Mueller "CC" or "C-1" Drilling Machine!

Versatility has been carefully designed into the "CC" and "C-1", permitting their use with Mueller Inserting Valves, Tapping Sleeves and Valves, Gate Valves and special fittings to perform a wide variety of water works operations.

Both machines are similar in design and construction except that the "CC" is hand operated and the "C-1" is power operated by an air motor or portable gasoline engine drive unit. They constitute part of a complete line of drilling and tapping machines designed to meet your every need..

Consult your Mueller Representative or write direct for complete information.

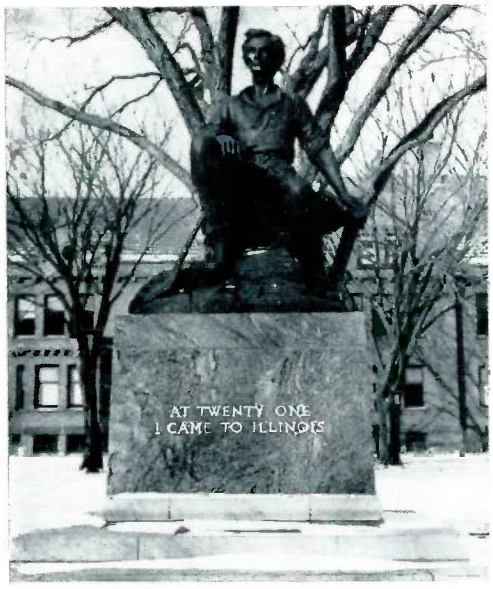
SPECIFICATIONS

Makes cuts 2″ through 12″
500 psi maximum working pressure at 100°F.
500°F. maximum temperature rating at 250 psi
25″ boring bar travel
Automatic or manual feed
Feed indicator standard equipment

MUELLER CO.

Dependable Since 1857

MAIN OFFICE & FACTORY DECATUR, ILLINOIS



THIS MONTH'S COVER

One year before Abraham Lincoln, uneducated and penniless, settled at New Salem, Illinois, a small pioneer village twenty miles northwest of Springfield, he came to the state of Illinois at the age of twenty-one. He spent much time in and near Decatur that first year. This monument in memory of his youth stands on the campus of Millikin University in Decatur.

MUELLER Record

February • 1955

WALTER H. DYER, Editor

MUELLER CO.

MANUFACTURERS OF WATER AND GAS DISTRIBUTION AND SERVICE PRODUCTS

FACTORIES
DECATUR, ILL. LOS ANGELES, CALIF.
SARNIA, ONT. CHATTANOOGA, TENN.

SALES OFFICES
NEW YORK CITY SAN FRANCISCO

TRADE MARK
MUELLER
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Member Industrial Editors Association of Chicago and International Council of Industrial Editors

Recording Our Thoughts

Mueller Co. Once Considered Becoming Auto Manufacturer

ALTHOUGH THE MANUFACTURE of water and gas distribution products has always been the prime concern of Mueller Co., it is entirely possible that this firm might have become an automobile manufacturer around the turn of the century, had not a tragic gasoline explosion taken the life of the company's founder in 1900.

Hieronymus Mueller, inventor of the tapping and drilling machine and the corporation stop he designed to fit the machine, was very much interested in the horseless carriage of the pre-1900s.

So interested, in fact, that he had five or six cars known as Mueller Benz under various stages of construction when he was taken by death. The tragedy so affected the Mueller family that they scrapped the cars under construction and dropped all plans to manufacture their Mueller Benz.

Mr. Mueller and his six sons lived at a time when this nation was experiencing the beginning of a fabulous industrial growth, and for men of inventive talent, it often was difficult to choose which path to follow.

They ventured successfully down a number of paths in those early years and records at the United States Patent Office point out that he and his sons added many new ideas to early American industry.

Probably their foremost inventions outside the water and gas industries came in the year 1897 when five very basic automobile patents were issued to the founder and two of his sons, Oscar and Philip.

(Continued on page 17)

L. F. Clark, left, distribution superintendent, and Joseph O'Day, acting manager of the New York Water Service Corp. of Rochester admire cartoons drawn by Chuck Wakefield, right, a meter reader for the Rochester Division.

Meter Reader!!

A Waterman Finds This Phrase Holds no Magic For American Housewife

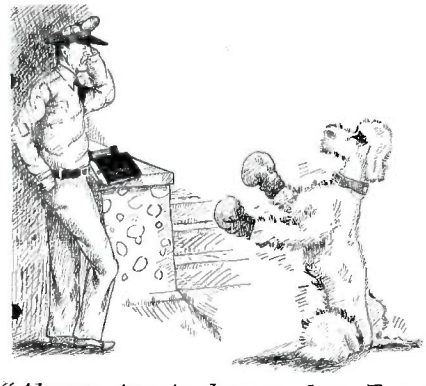
METER READER!

That familiar, yet often startling, unexpected announcement is made in thousands of American homes every day of the year by members of one of our most harassed professions—the water meter reader.

Housewives simply can't seem to become accustomed to the meter reader's visits, no matter how regular they occur; the result is that he sees the American home in a different light than that of the visitor who finds a place on Mrs. Housewife's social calendar.

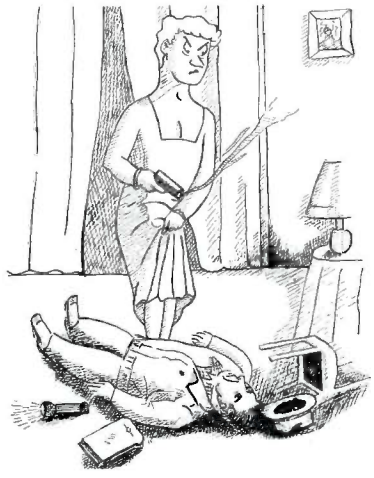
Invariably at the moment of his arrival, she is either preparing for her bath, washing her hair, or changing the baby. She doesn't hear his knock because television is too loud, or valuable minutes are lost when she "has to get on something decent before unlocking the side door."

The meter-reader worthwhile,
Is the one who can smile,
Knee-deep in the mud
In search of a tile!!

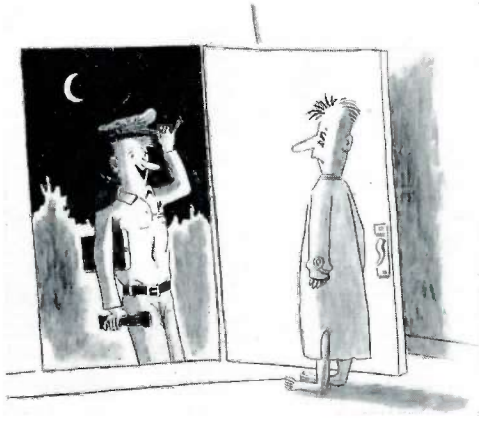


"Always try to humor dog. For instance, this one thinks he's a BOXER!!"

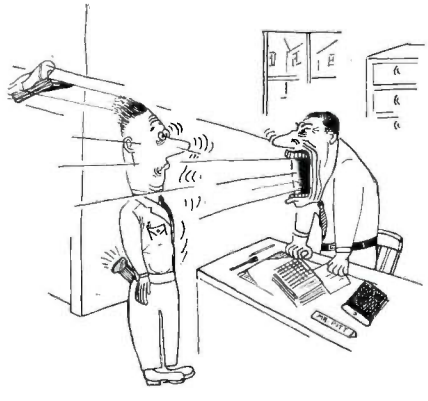
"WATERMAN!!!"



"I wonder if I should have asked for identification?"



"I know it's early, Sir, but they gave me a big book today!!"



"Get the owners' names and house numbers of those new houses or don't come back!!"

Let him sniff your hand—but only up to the first knuckle!"

It's an interesting life though, and provides an education for the man who likes to know about people.

A good sample of the nation's meter readers are employed by the New York Water Service Corporation at Rochester. They call on approximately 25,000 metered customers each month, and as they rotate on the many routes in the area, they are given an opportunity to observe conditions and people under varying, and often, most amusing circumstances. These men have the same tasks and problems faced by meter readers everywhere.

One of them, Charles "Chuck" Wakefield, is a most unusual fellow. He has achieved that envious station in life of acquiring complete happiness. He loves his job and the talents life has given him. And, we suspect, he long ago learned to do what that currently popular song tells us; he "counts his blessings."

"Chuck"—he simply doesn't like the name Charles — modestly describes his career in the following manner.

"I originally was a small town boy from Fillmore, New York, who moved to Rochester when jobs in the hometown became scarce. After a great variety of jobs and events, I found a wonderful wife, a nice little suburban home, and a job with the New York Water Service Corporation as a meter reader. It's a dependable, satisfying, fifty-two pay-weeks a year job.

"My chief hobby is painting and cartooning the various situations I run into in my job as meter reader. Next is fishing and hunting with gun and bow and arrow. My future plans are to work twenty years with my present employer, do a lot of painting and cartooning, and then retire at age 65 to a life of paints, brushes, pencils and fishing rods."

The cartoons appearing with this article were all drawn by Chuck, and are the result of his natural ability to reproduce amusing incidents that occur in his daily work. Like many talented artists, he never has had an art lesson.

Joseph O'Day, acting manager of the Company, is a wise employer. "To me," he said, "Chuck's reactions are a most satisfactory condition, for a happy employee is one who is contented with his work, and from the cartoons made by Chuck in the past, it is apparent that he finds happiness and pleasure in his day's work."

Chuck is now branching out in his hobby, and has become interested in oil painting. He presently is doing a portrait in oil.

Maintaining his personable and humorous approach to the subject, Chuck feels this way about his art future: "I may never become a 'Grandpa Moses,' but who can tell, I may someday reach the Eisenhower and Churchill rank of amateur painters."

Dad was not particularly impressed with the school report brought to him by his young son. "How is it," he demanded, "that you stand so much lower in your studies for the month of January than for December?"

His son was equal to the emergency. "Why, Dad," he said, in an injured tone, "Don't you know that everything is marked down after the holidays?"

A colonel was transferred to a new command. On reaching his depot, he found stacks of old documents accumulated in the archives of his predecessors, so he wired to headquarters for permission to burn them up. The answer came back: "Yes, but make copies first."

Eastern Municipal Water District

Civic Group Gains Adequate Water System for San Jacinto River Basin

A group of farsighted civic leaders of the Hemet-San Jacinto and Perris Valleys in Riverside County, California, saw their efforts to complete the first large water supply lines of the Eastern Municipal Water District come to a successful climax in the summer of 1953.

Opening of the district gate valves and delivery for the first time of quantities of Colorado River water in the district justified the long, hard struggle of this group, which for two years worked to insure an adequate supply of water for the San Jacinto River Basin.

Actually, these men laid the groundwork for what was to become a larger water district than could ever have been their fondest dream. An annexation election on April 21, 1953, enlarged the district to comprise 125,000 acres. Originally, the area consisted of 55,000 acres. Territory served by the district lies in the agricultural heartland of Riverside County, possessing fertile lands and an ideal growing climate.

Events leading to the formation of the Eastern Municipal Water District began as early as 1933, the year construction started on the San Jacinto tunnel section of the Colorado River aqueduct of the Metropolitan Water District of Southern California, parent organization of the Eastern Municipal Water District.

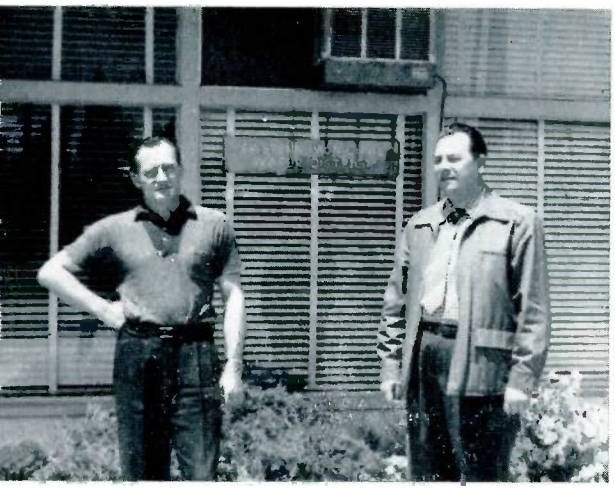
Although the events making the greatest progress came during the years 1951-53, many happenings of importance took place in earlier years that helped make the present water system possible.

The nine-member San Jacinto River Protective Committee, formed June 21, 1944 at a meeting called by the Hemet Chamber of Commerce, was led by Irwin E. Farrar as chairman. Other members of that committee, all contributors to the formation of the present district, were: J. C. Nelson, T. F. Galloway, John Coudures, Sr., Charles Motte, Floyd C. Bonge and George Tinker.

One of the group's first steps was to seek a solution to the water seepage of the San Jacinto tunnel. Local water-minded citizens subscribed $9,000 to the study. Their efforts started wheels rolling toward correction of this problem which resulted in the first big accomplishment of the district. The Metropolitan Water District of Southern California attempted to seal off the inflow of the tunnel in 1947-48, and more than $200,000 was spent by the district on tunnel repair work. However, it became apparent in early 1948 that the tunnel seepage could not be permanently stopped by any sound economic method.

Meanwhile, to more effectively carry on the work started by the Protective Committee, the San Jacinto River Conservation District was voted into existence. The following officers were elected: Irwin E. Farrar, president; Mrs. Flossie J. Westbrook, secretary-treasurer; and Floyd C. Bonge, J. Glen Brubaker, T. F. Calloway, John Coudures, Sr., Charles Motte and George Tinker, all directors.

Negotiations began in July, 1948, when a committee from the Metropolitan Water District Board of Directors sought a settlement to the problem. Negotiations resulted in an agreement to accept the area in Riverside County into the Metropolitan Water District, with provisions making the tunnel seepage water available to a suitable district. Since a municipal water district was the

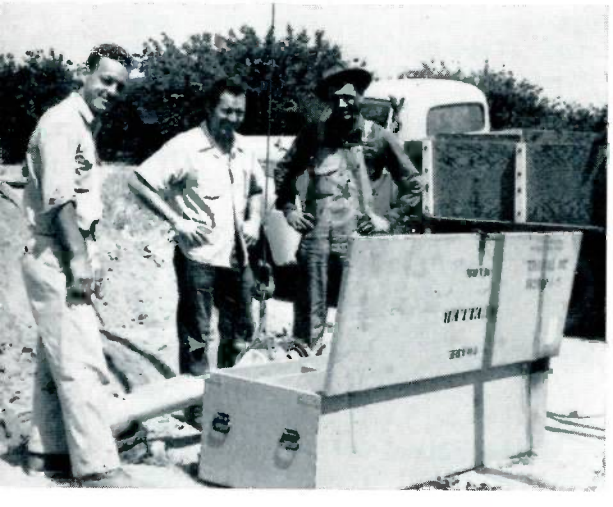


J. W. (Jack) Pierce, left, deputy general manager and chief engineer, and Doyle F. Boen, general manager and chief engineer of the Eastern Municipal Water District, are shown outside the district's headquarters.

only corporation legally eligible to join the Metropolitan Water District of Southern California, the next step was to form the Eastern Municipal Water District.

This district, with headquarters in Hemet, was voted into existence September 16, 1950. Three months later a Board of Directors was elected to enable the new political entity to function.

Three members of the Eastern Municipal Water District are shown removing Mueller Co. equipment in the field. They are, left to right, Don Davidson, field foreman, Bob Hesse, associate engineer, and Earl Rains, pipe fitter.



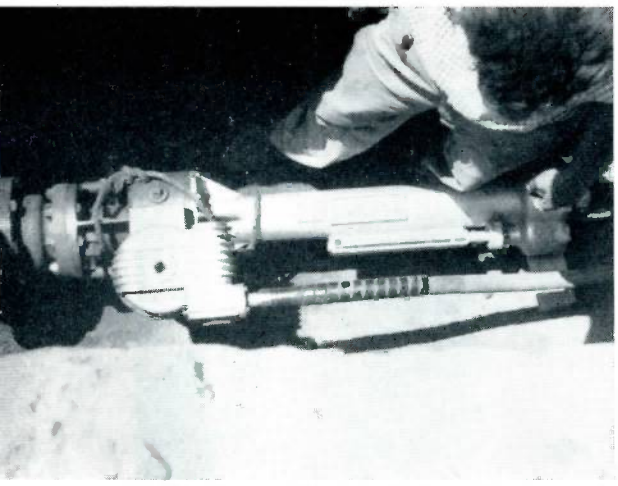
Selected to head the water district were: Irwin E. Farrar, Aleck E. Brudin, W. M. Kolb, Floyd C. Bonge and Leonard L. Tatum. Mr. Farrar was named president of the board, and in March, 1952, Mr. Brudin resigned and was replaced by Arthur C. Messelheiser.

In another election in May, 1951, district voters approved having the district join the Metropolitan Water District of Southern California. With the selection of Doyle F. Boen as general manager and chief engineer and organization by him of a small engineering staff, the district was ready to go to work. Jack W. Pierce was appointed chief assistant to Mr. Boen.

One step remained. A big water district obviously couldn't operate without funds so on March 11, 1952, district voters passed by a 26 to 1 majority a $4,300,000 bond issue to finance a main distribution system. Directors previously had determined that a major supply system capable of delivering Colorado River Water to within two or three miles of all major areas in the district was possible, and much careful study of costs had been made by the engineering staff.

With money voted, plans could move rapidly—and they did. Less than ten months after bonds were voted, ten separate contracts were awarded totaling $1,141,000 worth of construction and water works equipment. Included in these contracts were nine miles of the approximately 38-mile pipeline (ranging from 20 to 51-inch diameter), two major pump station buildings and sumps, pumps electric control and chlorination equipment and large gate valves. More than $2,500,000 worth of contracts had been awarded by July, 1953.

The election in April, 1953, which increased the district from 55,000 acres to 125,000 acres, was brought about due to the demands of individuals and groups just outside the original boundaries who "wanted in." The Board exerted every possible effort to get the necessary engineering and legal work approved for the annexation. Permission was received from the Metropolitan Water District of Southern California, which recognized that enlargement was necessary to implement the agreement by which, and



This Eastern Municipal Water District workman is engaged in a tapping and sleeve and valve operation. Equipment shown is a Mueller C-1 drilling machine powered by an H-602 gasoline engine drive unit. The C-1 drilling machine is also used with the Mueller D-H-2 machine.

purposes for which Eastern Municipal was annexed to the Metropolitan Water District.

While the Colorado River still is seen as an abundant source, Metropolitan Water District is looking ahead and planning for additional sources. This means, basically, that as long as Eastern Municipal Water District is a part of the parent district, it can never "run dry."

The long-range program of obtaining supplemental water supply was set forth in a policy statement unanimously adopted by Metropolitan directors and announced by Chairman Joseph Hensen. "While retaining and using its full rights on the Colorado River," Mr. Jensen said, "the district is preparing to provide also for distribution . . . of additional supplies from other sources, such as the Feather River."

Mr. Farrar, Eastern Municipal Board chairman, calls this policy "one of the most important steps taken by Metropolitan in many years." He emphasized that Metropolitan has stressed that overlapping and paralleling water distribution facilities in Southern California should be avoided to avert "a wasteful and unnecessary financial burden."

Mr. Farrar is vice chairman of the important Metropolitan Water District water problems committee, which has been working on the program for obtaining additional water supplies.

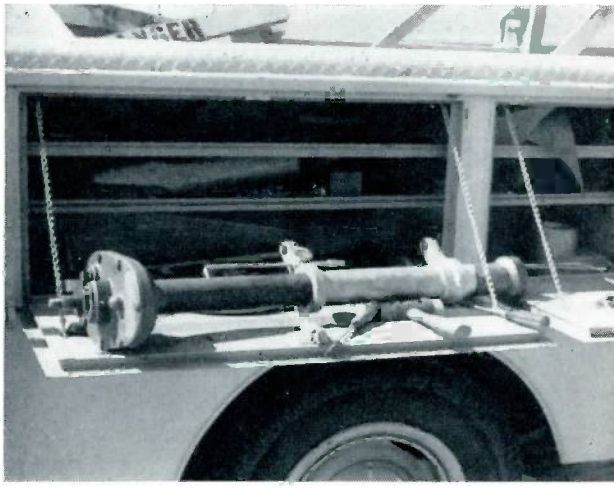
The district aids such organizations as mutual water agencies already in existence, and will help out in forming agencies like these in spots where the ultimate water consumer is without a service agency. Directors point out that the maximum development will come only when water is available for all parts of it. To this end, existing distribution systems will have supplemental water supplies available and new systems will be built where they are needed.

Today, Eastern Municipal Water District is a far cry from 1933 when the San Jacinto tunnel was under construction. The tunnel really started the whole thing, since seepage into it from the San Jacinto water basin, already suffering from an overdraft on ground water, was sending a large part of the area's water literally "down the drain."

Residents of the area will be forever grateful to Irwin E. Farrar whose contributions in laying the groundwork were equaled later by his work as board president. As a member of the Metropolitan Water District water problems committee, Mr. Farrar has gained considerable recognition, as well as for his guidance of the Eastern Municipal Water District board.

Also highly praised by residents is Harry L. Heffner who headed the San

This Mueller D-H-2 machine is used by the Eastern Municipal Water District for making service connections.



Jacinto Basin Citizens Water Committee. The committee took the lead in matters of public organization, public relations, and education preliminary to district elections. Mr. Heffner brought to the problems at hand a lifetime in planning major long-range water developments.

It is of particular interest to note that Mr. Heffner played a similar role with the Central Valley Project and the Metropolitan Water District. He served on the original California State Water Resources Committee which rendered the State Water Plan in June, 1932. That plan, among other things, recommended the Central Valley Project and the Metropolitan Water District of Southern California.

What could have been a tragedy has become a blessing. Assurance of water from the Colorado River, sometimes called "California's last water hole," since it is the only supplemental water in the southern part of the state, has averted what would have been a serious economic cutback through depletion of ground water.

Mueller Co. has enjoyed being of service to Eastern Municipal Water District, and is looking forward to being of even more assistance in the future. It will be a number of years before the distribution system is completed.

Now, with plenty of water assured, Hemet-San Jacinto and Perris Valleys can develop fully and take an active part in the rapid growth that is making Southern California one of the greatest areas of opportunity in the world.

The new office boy was not much good. The boss, disgusted, said to him, "I never saw such a boy as you are! The boy that was here before you was worth twice as much as you are."

The new boy looked at the boss and inquired, "Did he get it?"

"Son, I'm 96 years old, and I haven't got an enemy on earth."

"That's a real accomplishment."

"Yes, sir, the last one died almost a year ago."

Ransom R. Micks Dies; Headed Water Supply Firm

RANSOM R. MICKS

Ransom R. Micks, president of the Water Works Supply Corporation of Johnstown, New York, died suddenly November 29, 1954. His death was unexpected and came as a shock to his many friends and business associates.

Mr. Micks was born November 5, 1889, at Baltimore, Maryland. He moved with his family at an early age to Seneca Falls, New York, where he lived for several years. He attended Union College, graduating in 1911, and was a member of Alpha Delta Phi fraternity.

Following graduation, Mr. Micks worked for the Rumsey Pump Company in Seneca Falls. When his father died, he was named president of the firm, a position he held until the firm's dissolution in the early 1930s.

A few years later he joined the sales staff of the Phoenix Meter Company, and transferred to the Rockwell Manufacturing Company when that company bought the Phoenix firm.

In 1942, he started the Water Works Supply Company, originally locating in Cobleskill, N. Y. This was moved to Johnstown in 1946, and when the firm was incorporated in 1953, Mr. Micks was elected president.

A Visit from the Mueller Benz

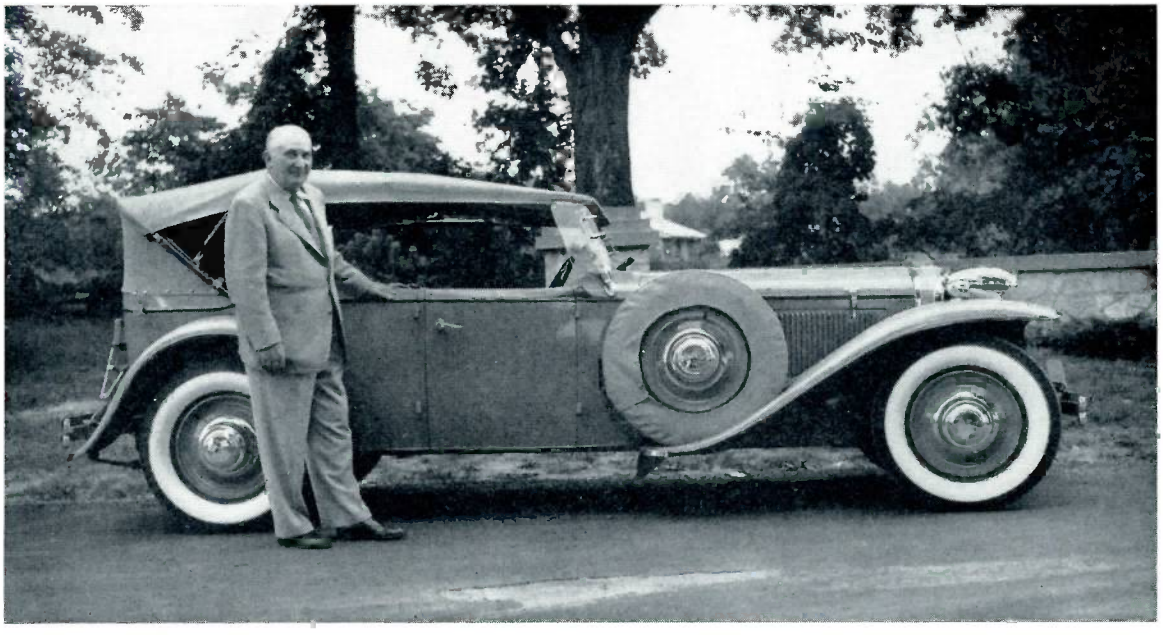
Danville, Ill., Executive Recalls First Horseless Carriage to Enter His City

(Reprinted with permission from the June, 1953 issue of Antique Automobile, publication of the Antique Automobile Club of America.)

By J. K. HOLMES, President
Robert Holmes & Bros., Inc.
Danville, Illinois

MOST OF US have read the account of the first great automobile race held in Chicago on Thanksgiving Day, 1895. (Articles on this historic race appeared in the January, 1950, and March, 1950, issues of the Mueller Record.) We recall

J. K. Holmes, president of Robert Holmes & Bros., Inc., of Danville, Illinois, author of this article, proudly displays his 1931 model Ruxton front-wheel drive Phaeton. Although not an antique so far as age is concerned, automobile men consider this number a "Classic".



A Great Day in 1896

This historic photograph was taken in 1896 in front of Robert Holmes & Bros., Inc., Danville, Illinois. The car was enroute to Indianapolis, Indiana, to be displayed at the sixteenth annual American Water Works Association Convention, and was the first horseless carriage ever to pass through Danville. The author of this article, an antique automobile hobbyist, is J. K. Holmes, president of that firm today. He was one year old at the time this picture was made and was taken for a ride in the car along with father and mother during the car's stop-over in Danville. Fred Mueller, son of the founder of Mueller Co., is in the foreground. Mueller Co., which planned to manufacture automobiles, announced that this trip proved "the practicability of our motor carriage." The trip of 190 miles to Indianapolis was made at a cost of $1.50!

that the Duryea Motor Wagon won this event, which was from Jackson Park in Chicago to Evantston, Illinois, and return, in very miserable weather.

There were five other contenders, among them Oscar Mueller (son of Hieronymous Mueller, founder of Mueller Co.) driving a German made Benz, entered by the Mueller Co. of Decatur, Illinois. He finished a lone second with Charles King doing the final driving.

Hieronymous Mueller bought this Benz when on a visit to Germany. Automobiles became a very engrossing hobby with Mr. Mueller and, evidently, with his six sons, among whom were Oscar and Fred Mueller.

It seems strange that all early accounts trace in detail the performance of the Duryea, but no mention is ever made of subsequent activities of the Mueller family and their Benz.

Through the courtesy of Albert G. Webber, Jr., president and treasurer of Mueller Co. and from my own recollections plus the photograph (of the Mueller Benz) reproduced with this article, we can follow the Muellers' progress automotively to some extent.

In May, 1896, the sixteenth Annual Convention of the American Water Works Association was held in Indianapolis, Indiana. Fred Mueller, Oscar Mueller, C. T. Hilderbrant and Frank Pahmeyer, all of Decatur, decided to drive the Benz to Indianapolis, a distance over the roads at that time of 190 miles. Their idea was not only to attend the convention, but to exhibit the automobile, as well as advertise Mueller products. The hobby of the father and sons had by that time turned into serious business as they now proposed to manufacture and sell automobiles of their own make in addition to their regular business. Therefore, a few licks along the automotive line at Indianapolis would be timely.

The first day of the tour, Sunday, May 24, 1896, covered ninety miles reaching Danville, Illinois about 6:30 p. m., after ten hours and thirty minutes on the road. A letter from one of the Muellers making the trip gives this description of the visit in Danville:

"Our reception at Danville was greatest of all. Bicycle riders began meeting us twenty miles from the city and at every turn in the road more joined us. There were people in buggies, wagons, on horesback, on bicycles and some who had no other means of following ran until out of breath, only to be replaced by others. Fully 5000 people were following on Main Street leading into the city. They

This 1917 Stanley Steamer is one of two Stanleys owned by Mr. Holmes. He also has a 1921 model. The above photograph was taken before the vehicle was restored by Mr. Holmes. Today, it appears exactly as it did when it was first manufactured and sold in 1917. Mr. Holmes is seated in the rear seat at left. Two antique automobile hobbyists pose with him.

were wild with enthusiasm and hailed the carriage with delight. After supper, we gave short rides to about twenty-five of Danville's leading citizens."

The Danville Weekly News of May 28 had a headline, "Mueller Motorcycle Here." (Early automobiles were called motorcycles.) The article says, "It slips about over the paved streets like a Jack-O-Lantern—but swifter." And continues, "the carriage is driven by a 4-hp. gas engine. Two storage batteries are used to produce the electric spark which explodes the gasoline in the engine. Six gallons of gasoline are carried. The carriage weighs 1670 pounds. It is operated and steered by one man."

The photograph on the Mueller Benz shown with this article was taken in Danville in front of the Farm Implement and Bicycle Store owned by Robert Holmes & Bros., Inc., on that great day when the first automobile arrived in town. My father, Grant Holmes, is standing with his hand on the left wheel with white cap and cigar. He, my mother and I, being one year old, were among those given short rides. Fred Mueller is in the front left foreground. An interesting and, I might say egotistical side note is that after a lapse of fifty-nine years from my first ride in a Benz, I am again riding in a Benz, that is, a Mercedes Benz 300.

Mr. Mueller's report of the enthusiasm created by his visit is indeed correct. Robert Holmes and his brothers simply had to get into the automobile business or go wild with frustration. However, there were no cars to sell until a few years later when they took agency for the Locomobile Steamer, the Geneva Steamer, and the Murray Gasoline Car, as the first automobile dealers in this whole Eastern Illinois and Western Indiana area. From then on it was Ford, Winton, Pope-Waverly, Electric, Franklin, Buick, Cadillac, National Locomobile Gas Cars, Brush, Maxwell and so on down the list of early cars on the market. Needless to add, that of all these first makes handled, not a single one was kept and preserved.

In 1915, we sold out the automobile end of the business after populating this whole territory with first born cars of practically every make, including such horrors as the two-cylinder Wayne and the Orient Buckboard.

But to return to the Muellers and their Benz. Their trips had been well advertised in advance so they were always met by parties of bicycle riders. In the various towns where they made stops, they distributed rides and circulars calling attention to the automobile which the Mueller Co. planned to manufacture.

Their report goes on to say—

"The practicability of our motor carriage is an assured fact, having covered the entire distance of 190 miles with a cost of less than $1.50."

We have no information as to how they returned from Indianapolis to Decatur. My guess is that they shipped the car back since the above report was obviously written after their return; also, the 190 miles mentioned is the one way distance.

A prophetic last note from this report says—

"Horses could readily pass us on the road, but they could not keep pace with us for any great distance."

The end of Mueller Co.'s plans to become automobile manufacturers ended in 1900. Hieronymus Mueller died from burns sustained in a gasoline fire while experimenting with cars of his own manufacture. At that time, he had five or six cars in various stages of completion. This tragedy caused the whole idea of car manufacturer to be dropped and presumably the cars that Mr. Mueller had in process were all scrapped. What became of the Benz? I know several people who would like to know.

FUTURE CONVENTIONS

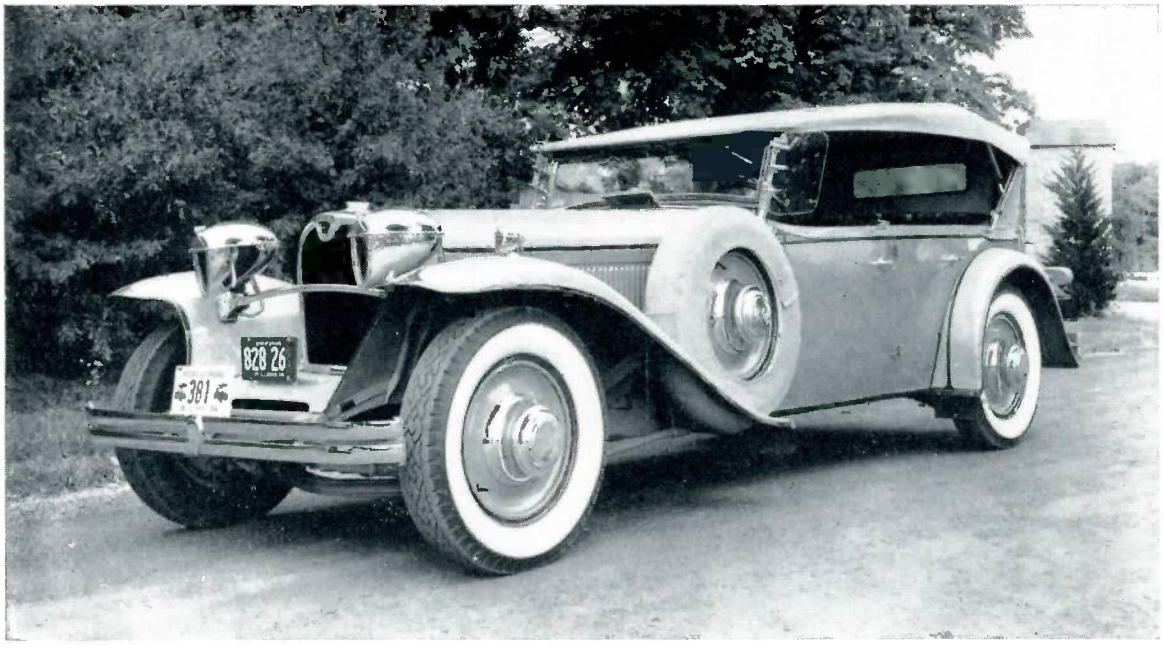
Future general conventions of the American Water Works Association are scheduled as follows:

1955—Chicago—June 12-17.
1956—St. Louis—May 6-11.
1957—Atlantic City—May 5-10.
1958—Dallas—April 20-25.

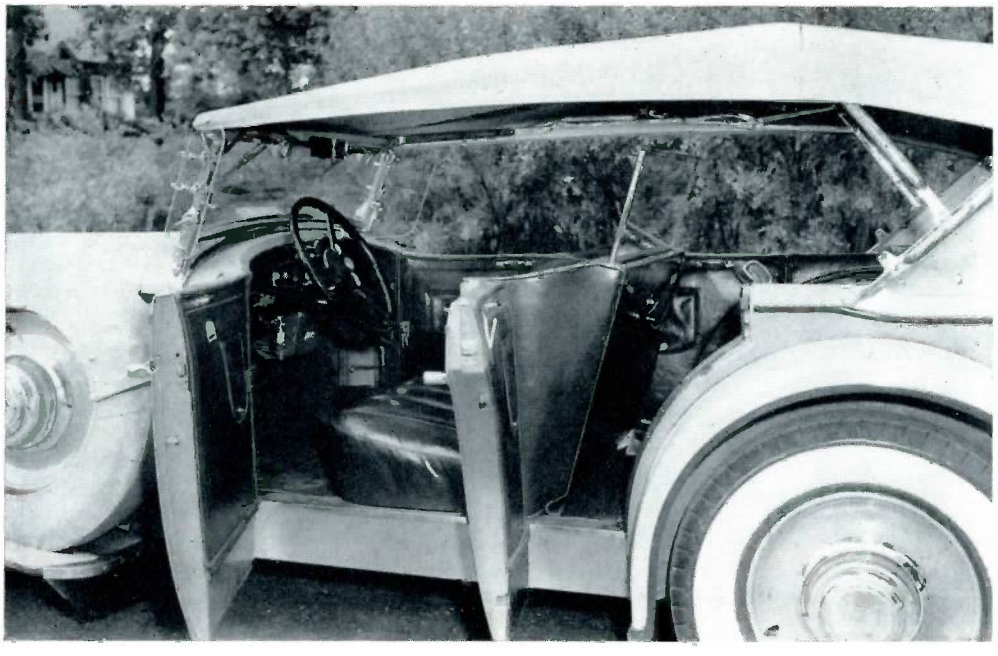
The 1956 meeting in St. Louis will be the 75th anniversary of AWWA.

The policeman stopped the man going down the street clad in a barrel. "Are you a poker player?" he asked.

"No," the man replied, "but I just left some fellows who are."



The two photographs on this page give a close-up of Mr. Holmes's 1931 Ruxton. Close inspection will show that the Ruxton manufacturers were far ahead of their time. Notice the way the vehicle literally "hugs the ground", a feature of many 1955 models. Below, note the windshield for back seat riders, a feature of the Phaeton model. Cars such as this are very valuable today due to the fact that they are very rare and were so well constructed.



Recording Out Thoughts . . .

Hieronymus Mueller, for the improvement of the following, was granted three patents that year:

1. The variable speed transmission.
2. Steering gear and body suspension.
3. Water cooling radiator.

Philip Mueller's contribution to the automobile industry was an "igniter for explosive engines." Designed basicly for a two-cylinder engine, his invention is often referred to as the "make and break" circuit used in the distributor.

That same year Oscar Mueller was issued a patent on spark plugs.

All the above inventions were used in early vehicles and actually saw little change until about the year 1932.

Mueller Co.'s interest in automobiles was at a peak in the 1890s and as many of our readers know the Mueller car was entered in the first automobile race held in Chicago in 1895 and finished in second place.

Muellers Drove Car 190 Miles To 16th AWWA Meeting

Another noteworthy accomplishment of that car, or motorcycle as they were first called, was its trip from Decatur to Indianapolis, Indiana, a distance of 190 miles. This undertaking, as J. K. Holmes, author of the article recounting that trip explains in this issue, was made for two reasons—to attend the sixteenth annual convention of the American Water Works Association, and to advertise Mueller Co.'s plans to become a manufacturer of automobiles.

History of what took place at the convention and by what method the company's representatives returned home is a bit sketchy, but it is generally believed that the Mueller Benz was shipped from Indianapolis to Decatur.

This trip was made through Danville, Illinois, and as it is brought out by Mr. Holmes, it was the first time an automobile ever passed through that city.

Mr. Holmes, president of Robert Holmes & Bros., Inc., of Danville, is an avid antique automobile hobbyist, and the photograph of the Mueller Benz appearing with his story hangs in his office.

He presently owns two Stanley Steamers, 1917 and 1921 models, and a 1931 Ruxton front-wheel drive Phaeton. In addition, he drives a new Mercedes Benz.

Mr. Holmes' Antique Auto Hobby Dates to Childhood

Mr. Holmes' interest in antique automobiles comes quite naturally. He has a vivid memory of the early American car, for his company once was an automobile dealer for many of the early cars. One of his great regrets is that his family did not have the foresight to keep at least one make of each car. "That would be a fortune in antique automobiles," he sighs, "but just as people are today, we never stop to think that new products now might have a great antique value fifty years hence."

Mr. Holmes' article is reprinted from the June 1953 issue of *Antique Automobile*. Editor of that publication is M. J. Duryea, whose father, Charles E. Duryea, invented and built the first American gasoline automobile in 1892 in Springfield, Mass.

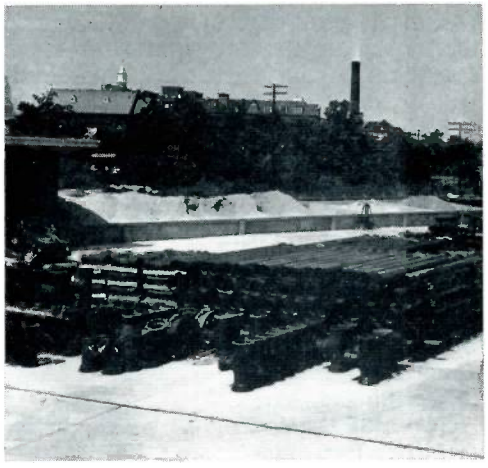
The 1895 Duryea, driven by the inventor's brother, Frank, won the *Chicago Times-Herald* race finishing ahead of the Mueller Benz!

WATER SYSTEM SALES REACH THREE-QUARTER MILLION MARK

Sales of electric water systems approached the 750,000 mark at year-end, making 1954 the second highest sales year in the history of the industry, the National Association of Domestic and Farm Pump Manufacturers reports. The all-time high sales year was 1947, when 760,000 units were sold. The sales forecast for 1955 is more than one million units, counting both new and replacement systems.

APPOINTMENTS ANNOUNCED

H. F. Beiser, superintendent of Municipal Utilities for the City of Cedar Falls, Iowa, has been appointed to the position of director of Public Works. E. L. Cummins has been named to the position of superintendent of Municipal Utilities.



Above, the bulk storage room where valves, meter box lids, valve boxes, tapping sleeves and valves and other items are stored. Below, the pipe yard with gravel, sand and crushed rock bins in background.

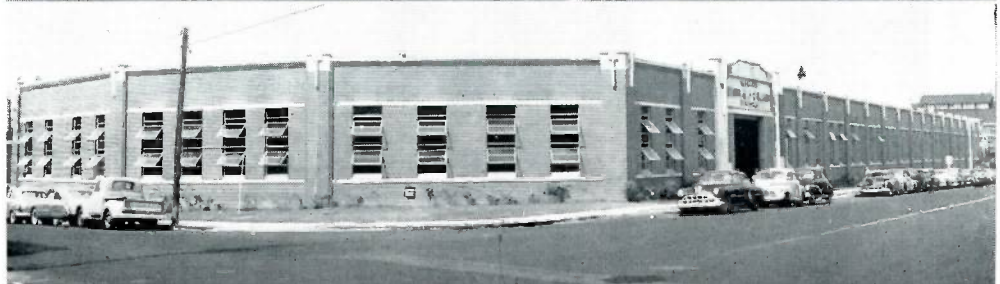
Memphis, Tenn., Opens Water Service Center

A new Water Service Center is serving the Water Department of the Memphis, Tennessee, Light, Gas and water Divisions.

In operation just one year, the Water Service Center is a focal point for the men who work in the distribution end of the city's Water Department. It is here that the entire inventory of supplies for use in distribution work are maintained. From this point, each foreman and his crew are assigned their duties for the day, and each truck is loaded from the ramp by requisition to give a day by day account of the material used and the amount of material remaining in stock.

Memphis has a population of more

Top photograph shows the old building of the Memphis Light, Gas and Water Division. Below is the new Water Service Center in which the city's water employees moved into on March 1, 1954.



The spacious workshop and repair division for vehicles of the Water Service Center at Memphis is shown in the top photograph. The bottom photo shows the inside of the building at the loading docks where each foreman receives material needed for each day's work. Storage space for all vehicles is shown. The building is approximately 455 feet long and 122 feet wide.

than 400,000. The city is unique in that it sits on the banks of the Mississippi River, and yet its entire water supply comes from huge artesian wells. None of the water is taken from the Mississippi River for domestic use.

J. H. Lecog, front, assistant store keeper, and A. E. Hendrix, store keeper.

Frank C. Amsbary Is Nominated To Be President of A.W.W.A. During 1955

Nominations for officers of the American Water Works Association for the year 1955 were made at the annual meeting of the Board of Directors in New York, N. Y., on January 16-18.

Selections by the Nominating Committee are as follows:

For President: Frank C. Amsbary, Jr., vice president and manager, Northern Illinois Water Corporation, Champaign, Illinois.

For Vice President: Paul Weir, general manager, Atlantic Water Works, Atlanta, Georgia.

For Treasurer: William W. Brush, editor, Water Works Engineering.

In the event no other nominations are filed by March 1, 1955, these nominees will be considered elected to office.

The Board elected the following men to Honorary membership:

Louis Evans Ayers, consulting engineer, partner firm of Ayres, Lewis, Norris & May, Ann Arbor, Michigan.

Linn Harrison Enslow, editor, Water & Sewage Works.

Herbert Branch Foote, retired director, Division of Environmental Sanitation, State Board of Health of Montana.

Diven Medal: The 1954 Diven Medal is awarded to Alvin Percy Black for his constructive leadership in the establishment and maintenance of a sound policy for the water works industry concerning the fluoridation of public water supplies, together with his many important contributions to the Association and the advancement of water works practices.

The award is made to the member who has rendered the most outstanding service to the Association during the year.

Goodell Prize: The 1954 Goodell Prize is awarded to Paul D. Haney for his paper entitled "Theoretical Principles of Aeration" as published in the April issue of the Journal of the American Water Works Association. This paper is a thorough and scholarly statement in favor of the factors involved in the aeration of water and should, prove to be a valuable reference source for many years to come.

The Goodell Prize is awarded annually to the member of the Association who has made the most notable contribution to the science or practice of water works development, as recorded in the Association's Journal.

Division awards, approved by the Board of Directors at its meeting in Seattle May 27, 1954, may be recommended annually, one for each of the Association's four divisions, for the paper considered by the Award Committee of each division to be the best paper published in the Journal in its field of interest during the year. The awards for 1954 are:

Distribution Division Award: To E. O. Potthoff for his paper entitled "Motor Drives for Motor Pumps." This paper with M. C. Boggis (nonmember) as coauthor, published in the October 1953 issue of the Journal, is particularly valuable as a practical guide to the selection of proper motors for water works pumping applications.

Management Division Award: To John H. Murdoch, Jr., for the paper entitled "There Is Work To Be Done." This paper, published in the April 1954 issue of the Journal, points out the challenge that the water works field offers to young men choosing it as a career and offers inspiration toward progress for those already engaged in it.

Purification Division Award: To Paul D. Haney for the report entitled "Characteristics and Effects of Synthetic De-

tergents." This Task Group Report which was published in the August 1954 issue of the Journal, most fully promotes the basic objectives of the Water Purification Division by stimulating research in the physical, chemical, bacteriological, and biological examination of water as related to the causes and effects of pollution and to methods of treatment. Its value to the technicology and literature of the field and its quality of presentation are outstanding.

Resources Division Award: To H. E. Hudson, Jr., for the report entitled "Water Conservation in Industry." This Task Group Report which was published in the December 1953 issue of the Journal not only outlines the various means by which industry is already co-operating in conserving the water resources of the nation, but calls attention to the need for the cooperative attitude of water works men in working with local industry on conservation problems.

The men who served on the Task Group (Industrial Water Use) under the leadership of Mr. Hudson are: Stephen Bergen, C. H. Capen, R. W. Davenport, L. L. Hedgepeth, H. R. Hooper, H. L. McMullin, W. J. O'Connell, S. T. Powell, M. J. Sassani, L. F. Warrick, and C. V. Youngquist.

Hill Cup: Awarded for membership growth during the year, the Hill Cup for 1954 is awarded to the Pacific-Northwest Section which had a point score of 45.645. The California Section was second with a point score of 29.375; and the Southeastern Section was again third with a point score this year of 24.242.

Henshaw Cup: The Henshaw Cup for the year 1954 is awarded to the Alabama-Mississippi Section which had 66.1 per cent of its members in attendance at its annual meeting. The Ohio Section was second with 62.7 per cent of its members present, and the Montana Section third with 61.8 per cent of its members present at the Section meeting.

OLD OAKEN BUCKET: This award, given annually to the section having the greatest number of members, is again awarded to the California Section which continues to lead, with 1,181 members at the end of 1954. The Southwest Section again stands second with 889 and the New York Section again third with 800 members. The Old Oaken Bucket was put into competition in 1939. It has been won by the California Section continually since that time.

WATER SOFTENER SALES HIT RECORD HIGH IN 1954

Sales for water softeners for home, industrial, institutional and commercial use in 1954 were 20 to 25 per cent ahead of 1953 on an industry-wide basis. Comparative figures show a jump in sales from 265,000 units in 1953 to 312,000 units in 1954. This makes the year just completed unique from the standpoint of industry progress, according to John Hosford, executive secretary, The Water Conditioning Foundation. With a market of 40 to 50 million prospects, now less than ten percent saturated, the industry anticipates a minimum of 340,000 to 350,000 unit sales in 1955.

SCHOLARSHIP ESTABLISHED

The Water and Sewage Works Manufacturers Association has established a $1,500 annual grant to be named "The Harry E. Jordan Scholarship Award," to be conferred upon a student of high standing (male or female) selected by a special AWWA committee.

In order to simplify the problem of selection, each year's grant will be made to a student in a school located in one of a limited group of states or provinces.

Students to be considered must be enrolled in engineering, science or business administration courses in a college or university accredited by the Engineer's Council for Professional Development or by the American Association of Collegiate Schools of Business.

In 1955, the schools from which the selection will be made are those located in Michigan, Wisconsin, Illinois, and Indiana. The committee to select the awardee will be F. A. Amsbary, chairman; W. W. Aultman, M. B. Gamet, F. G. Gordon, and Thomas F. Wolfe. The first scholarship will be presented during the Awards Ceremony at the Chicago Conferenece.

Introducing:

J. Frank Kellett, Sales Assistant, Chattanooga Plant

J. F. KELLETT is a familiar name to most of our customers. Handling their correspondence is one of his principal duties, a function that has enabled him to become acquainted by mail with the thousands of people throughout the United States and abroad who do business with Mueller Co.

Mr. Kellett is assistant to Walter A Coventry, assistant sales manager at our Chattanooga, Tennessee, plant. His rise through the ranks of Mueller Co. has been rapid. It was just six years from the time Mr. Kellett was employed as a billing clerk until he attained his present position as the No. 2 man in Chattanooga's Sales Department.

His career with our firm began on April 1, 1947, as billing clerk; however, only nine months elapsed until his first promotion to order expediter. As expediter, he dealt first-hand with our customers on specific orders. It was his responsibility to make every effort to get a customer's order to him on schedule.

A second promotion came on February 13, 1950, when he was named quotation clerk and supervisor of Sales Department Billing. On April 1, 1951, he again was promoted, this time to assistant division sales manager, and on December 1, 1953, he was advanced to his present position.

As assistant to the assistant sales manager, Mr. Kellett handles all quotations for our customers and sales representatives. He assists in the handling of debits and credits and has charge of correspondence to customers and sales representatives regarding inquiries and invoices. He checks prices and discounts on customers' and sales representatives' orders before they are interpreted and, as assistant to Mr. Coventry, he assists in supervising personnel.

Mr. Kellett was born July 13, 1923 in Holland, Georgia. He attended grade school and high school in Summerville,

J. F. KELLETT

Georgia, and later attended Gordon Military College at Barnesville, Georgia, for four months before entering military service in 1942.

He attended Western Kentucky State Teachers College at Bowling Green, Kentucky, for six months while awaiting assignment to Air Force Cadet Training. For three years Mr. Kellett served as a P-47 fighter pilot with the First Air Force.

In 1945, he was discharged from the Air Force and entered the University of Chattanooga where he studied Business Administration. He left school on April 1, 1947, to join Mueller Co.

He was married to Virginia Chapman on September 23, 1944. They have one daughter, Ginger born March 24.

Frank, as he is known to his friends, says his only hobby is playing softball with the Mueller Co. team at Chattanooga. He occasionally likes to play a round of golf. He is interested in all sports and during his high school days he was an outstanding athlete. Good enough, in fact, to be named Georgia All-State high school football center during his senior year in 1941. In addition to his brilliant football career, he was a varsity member of his school's basketball and baseball teams.

MUELLER

INSERTING VALVES AND EQUIPMENT

ADD NEEDED CONTROL-
AT VITAL POINTS...

H-800
Sizes 4", 6", 8"
Shipment from stock

without a
SHUTDOWN!

Avoid fire hazard and customer inconvenience! There is no longer any need to shut down any part of your water distribution system to install needed control valves at strategic locations.

Mueller Inserting Valves are installed in any existing line under pressure without interruption of flow or loss of water and are operated like an ordinary gate valve. Mechanism is identical to that of standard Mueller AWWA Gate Valves. Parts are interchangeable.

Write today for Catalog H-20 or consult your Mueller Representative.

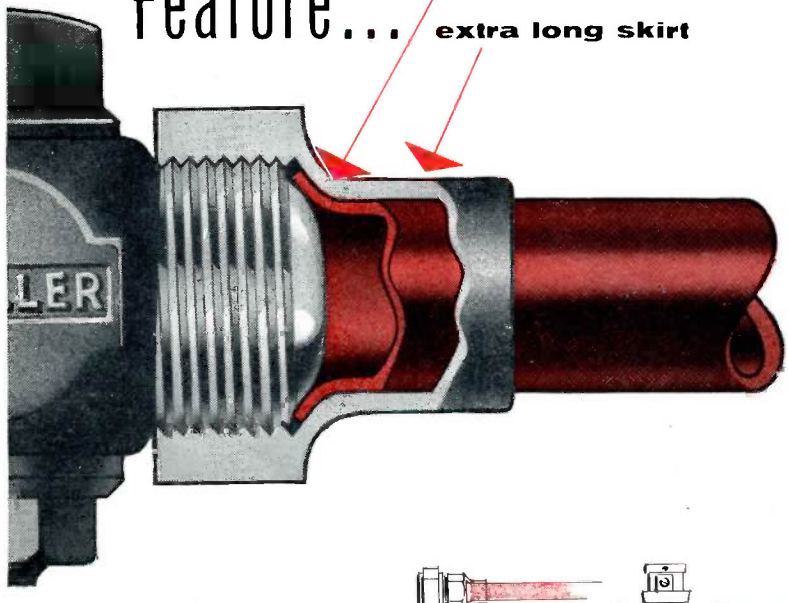
MUELLER CO.

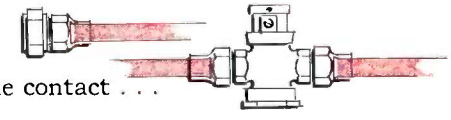
Dependable Since 1857
MAIN OFFICE & FACTORY DECATUR, ILLINOIS

MUELLER

COPPER CONNECTIONS

Feature... **opposed convex surfaces**
extra long skirt



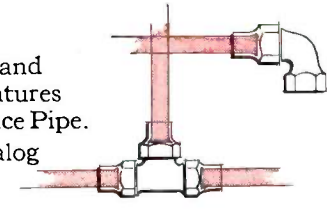


Opposed convex surfaces give line contact . . . a positive pressure seal!

Extra long skirt in tube nut gives the needed strength to the connection.

A full line of Corporation Stops, Curb Stops and Service Fittings with these and other plus features are available for use with Mueller Copper Service Pipe.

Consult your Mueller Representative or Catalog W-96 for full details.



Threads adopted as standard by AWWA

MUELLER CO.

Dependable Since 1857

MAIN OFFICE & FACTORY DECATUR, ILLINOIS