

MUELLER *Record*

MARCH • 1955





THIS MONTH'S COVER

Mr. and Mrs. Lloyd Logsdon, exhausted but thrilled over the outcome of the testimonial dinner given in his honor February 5 in Los Angeles, are shown as the occasion comes to an end. More than 400 guests representing the water and gas industries and other business associates of Mueller Co. were present. Mr. Logsdon was honored on his retirement as vice president and general manager of our Los Angeles factory.



March • 1955

WALTER H. DYER, Editor

MUELLER CO.

MANUFACTURERS OF WATER AND GAS
DISTRIBUTION AND SERVICE PRODUCTS

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Recording Our Thoughts

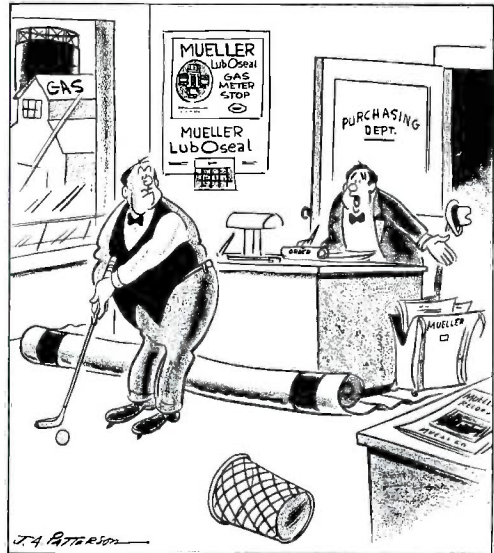
Mueller Co. Once Considered Becoming Auto Manufacturer

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.

Hieronimus 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

(Continued on page 17)



"Is that an order for 108 Mueller Co. LubOseal stops or your golf score again!"

Plans Progressing Rapidly for AGA Convention Oct. 17-19 at Los Angeles

Plans are progressing rapidly for the first American Gas Association Convention on the Pacific Coast, according to R. R. Blackburn, vice-president, Southern California Gas Company, and chairman of the 1955 A.G.A. Convention Committee. The 37th Annual Convention of A.G.A. will be held jointly with the Pacific Coast Gas Association's 62nd Annual Convention October 17, 18 and 19, at Los Angeles. Details on both convention programs will be announced as far in advance as possible. Applications for hotel reservations have been mailed to A.G.A. members.

General sessions meetings will be held at the Statler Hotel, which also has been designated as Headquarters for the General Management and the Accounting Sections of A.G.A. The Residential Gas, and the Industrial and Commercial Gas Sections will hold meetings and maintain headquarters at the Ambassador Hotel. The Operating Section will establish its headquarters and hold its meetings at the Biltmore Hotel.

The hotel reservation application carries a sketch locating headquarters hotels and those in close proximity. These hotels will be served by chartered buses to minimize commuting difficulties. The Housing committee is prepared to reserve rooms at outlying hotels such as the Beverly Hills, Beverly Wilshire, Hollywood Roosevelt, and possibly the new Beverly Hilton. Personal transportation will have to be used by registrants at these hotels, since they will not be served by the chartered buses. Excellent accommodations are offered by motels on the outskirts of the city through the Housing Committee.

A committee headed by Robert A. Hornby, executive vice-president of Pacific Lighting Corporation, is arranging a program of stimulating and informative meetings with talented speakers. These meetings include the general ses-

sions, sectional programs and the joint PCGA-A.G.A. Luncheon meeting on October 19.

Entertainment that is distinctively Pacific Coast in flavor will be included in the program. Plans to date include a planned sightseeing tour for the ladies on Monday afternoon, the President's Reception and dance, Monday evening; an interesting luncheon, style show and bridge for ladies on Tuesday afternoon and a general entertainment program Tuesday evening in a location and of a nature that will appeal to all delegates, according to Mr. Blackburn.

Because of the wider participation on the part of both delegates and ladies in the special services, including the chartered buses and entertainment features, registration fees will be \$20 for delegates and \$10 for accompanying ladies. Registration desks will be open at the Ambassador, Statler and Biltmore Hotels the Sunday before as well as during the three days of the convention. An opportunity to register in advance will be offered later to members of both associations.

Delegates are urged to mail applications for hotel accommodations to A.G.A. Housing Committee, Convention Bureau, Los Angeles Chamber of Commerce, 1151 South Broadway, Los Angeles 15, California, as soon as possible, to avoid last-minute confusion. Early action in securing hotel reservations will materially assist the Convention and Housing Committees in providing adequate and satisfactory arrangements.

Chaplain: "Are you troubled by improper thoughts?"

Recruit: "Nah. I kinda enjoy them."

Miss Green—I know he's rich, but isn't he too old to be considered eligible?

Miss Brown—My dear, he's too eligible to be considered old.



The head table at the testimonial dinner honoring J. Lloyd Logsdon in Los Angeles on his retirement from Mueller Co. is shown in this panel of photographs. Seated left to right (including titles of the men and two of the ladies) are: Mr. and Mrs. Thomas F. Leary, retired general manager of Mueller Co.'s West Coast operations; Dr. and Mrs. Theodore Palmquist, pastor of the Wilshire Methodist Church in Los Angeles where Mr. Logsdon is a member; Mr. and Mrs. Logsdon; Mr. and Mrs. George S. Sopp, joint sys-

Dinner Honors Lloyd Logsdon On Retirement

J. LLOYD LOGSDON, retiring vice president and general manager of the Mueller Co. Pacific Coast plant and sales, was honored Saturday, February 5, by Mueller Co. and more than 400 representatives of the water and gas industries and business associates of our company at a testimonial dinner in Los Angeles.

The reception and dinner was held in the Embassy Room of the Ambassador Hotel.

Guests attended from the Hawaiian Islands and the seven-state area served by Mueller Co.'s West Coast plant.

Attending from our headquarters plant in Decatur were William H. Hipsher, executive vice president, Mrs. Hipsher, Robert H. Morris, vice president and general sales manager, and Walter H. Dyer, editor of the Mueller Record. Staff members of the Los Angeles sales and plant also attended.



tem head, Department of Water and Power, City of Los Angeles, who was master of ceremonies; Mr. and Mrs. William H. Hipsher, executive vice president of Mueller Co.; Mrs. Robert Mueller, a member of the Mueller Co. Board of Directors; Mr. and Mrs. William N. Dill, successor to Mr. Leary as our company's West Coast general manager, now retired; Mrs. William E. Mueller, member of our Board of Directors; and Robert H. Morris, Mueller Co. vice president and general sales manager.

In addition, two members of the Mueller Co. Board of Directors, Mrs. Robert Mueller of Decatur and Mrs. William E. Mueller of San Mateo, California, also were present.

George C. Sopp, joint system head and assistant manager, Department of Water and Power, City of Los Angeles, was master of ceremonies.

Mr. Sopp and Mr. Hipsher led the tribute to Mr. Logsdon for his 35 years of service to our 98-year old company. A number of our customers and business associates were called upon to address the group, and they praised Mr. Logsdon as a great man, but one whose humility has never let him forget the arduous path that has faced every individual achieving success.

Among the guests who told of their long acquaintance with Mr. Logsdon and who praised him highly as an individual were A. G. Gock, retired chairman of

the Board of the Bank of America and a close friend of Mr. Logsdon; Dr. Theodore Palmquist, pastor of the Wilshire Methodist Church of Los Angeles where Mr. Logsdon is a member; Gene Langford, of the Honolulu Iron Works who flew from Hawaii especially to attend the dinner; William S. Peterson, assistant manager, Department of Water and Power, City of Los Angeles, and many others.

Mr. Logsdon told the group of his deep appreciation for their friendship down through the years.

"I have a deep feeling of appreciation for the honor you have shown me by your presence here tonight," he said. "As I look back upon the many friends it has been my privilege to make, and the pleasant associations over the years I have been with Mueller Co., to the many years I have known you, I should like to take this opportunity to express

Lloyd Logsdon . . .

my sincere appreciation of your friendship."

Mr. Logsdon said he will always remember the gracious way he was welcomed when calling at our customers' offices during the years he was a sales representative. "Your wise counseling made my task easier," he recalled.

"For all this, I am indeed grateful to you, and I shall treasure in my memory our very pleasant association. It is my hope that this association will continue for many years," he said.

Mr. Logsdon began his career with Mueller Co. as a sales representative in 1919. Later he advanced to sales manager at the Pacific Coast plant in Los Angeles and finally became vice president and general manager of our West Coast sales and plant operations.

Mr. and Mrs. J. Lloyd Logsdon pose with Mrs. Robert Mueller, member of the Mueller Co. Board of Directors. Mrs. Mueller came from Decatur to attend the dinner reception in Mr. Logsdon's honor.



The "Ambassador Adorables," a string ensemble consisting of three very lovely ladies, provided background music and strolling during the reception and dinner. Several guests are shown enjoying the entertainment.



J. Lloyd Logsdon and Thomas F. Leary, two friends of many years, get together for old times sake. It was Mr. Leary who in 1919 interviewed Mr. Logsdon for a position as Mueller Co. sales representative. Mr. Leary, then general manager for Mueller Co.'s West Coast operations, was Mr. Logsdon's superior for several years.



This quintet appeared in a jovial mood while waiting to be served. They are, from the left, R. E. Haun, division superintendent of the Southern California Gas Company; Mrs. R. E. Haun; R. C. Lyon, superintendent of distribution, San Fernando Valley Division, Southern California Gas Company; Mrs. R. C. Lyon; and J. M. Brejcha, construction superintendent, Long Beach Gas Company.



At left: R. G. Lawrence, manager, purchases and stores, Southern Counties Gas Co.; Mrs. Louis Delaney; James Kirtley, buyer for Southern Counties Gas Co.; Mrs. R. K. Morris; and Herbert Secor, manager, general shops, Southern Counties Gas Co.

Mrs. Fenner, left, and Mrs. L. B. Duke, whose husbands are with the Water Department at Paramount, California, are waiting to be joined by their husbands for dinner.

Members of the Logsdon family attending the dinner are shown below. Seated left to right are Mrs. John D. Logsdon, J. Lloyd Logsdon, Mrs. James Logsdon, James Logsdon, and Mrs. Earl V. Olson. Standing from the left are John Logsdon, Mrs. Leo Logsdon, Leo Logsdon, and Earl V. Olson.





Roy Karr, left, of the Western Utilities Company in Seattle, greets old friend Bill Kipp of the Water Works Supply Co. of Portland, Oregon. Mueller sales representative F. V. Martin looks on.



The gentlemen in the photo below are Gene Langford of the Honolulu, Hawaii, Iron Works; Thomas F. Leary, retired West Coast manager for Mueller Co.; and E. A. Balling, president of the E. A. Balling Co., San Francisco. The ladies are Mrs. Madge Kruse, Mrs. Leary and Mrs. Balling.





From the left (above) Mrs. H. G. Lawrence, wife of manager of purchases and stores for Southern Counties Gas Company; R. K. Morris, Mueller Co. sales representative; Mrs. James Kirtley, wife of buyer with Southern Counties Gas Company; Louis Delaney, salesman for American Meter Company; Mrs. Herbert Secor, wife of manager of general shops, Southern Counties Gas Company.



Lloyd Logsdon with George C. Sopp and Mr. and Mrs. William S. Peterson. Mr. Peterson is assistant manager, Department of Water and Power, City of Los Angeles.

A. G. Gock, retired chairman of the board, Bank of America, congratulates Mr. Logsdon for his 35 years service to the water and gas industries. Mrs. Gock stands between her husband and Mr. Logsdon. Mrs. Logsdon is at the right.



Pennsylvania Gas Men Elect Fred Wolf 1955 Association President

The Pennsylvania Natural Gas Men's Association re-elected Fred N. Wolf, engineering vice president of Equitable Gas Co., as President for 1955 at the Association's Annual Meeting in the William Penn Hotel January 6. Re-elected Association Vice President was Fred W. Batten, vice president and general manager of Manufacturers Light & Heat Co. Two new members elected to the PNGMA Board of Directors were H. D. Borger, executive vice president, The Peoples Natural Gas Co., and J. G. Montgomery, Jr., executive vice president, United Natural Gas Co., Oil City, Pa. Re-elected to the Board were Messrs. Wolf and Batten, and A. W. Conover, president, Equitable Gas Co.; R. L. Ehrman, vice president and general manager, T. W. Phillips Gas & Oil Co., Butler; H. D. Freeland, Waynesburg, Pa.; Christy Payne, Jr., vice president, The Peoples Natural Gas Co.; J. C. Peterson president Manufacturers Light & Heat Co.; and H. H. Pigott, president, Carnegie Natural Gas Co.

Management Development is Theme of Spring Conference

Management development was the theme of the first Spring Conference sponsored by the General Management Section of the American Gas Association, according to Larry Shomaker vice-president, Northern Natural Gas Company, section chairman. The conference was held March 21-23 at the Hotel Netherland Plaza in Cincinnati. General Sessions were held each of the three mornings. The Committee on Arrangements under W. B. Tippy, Commonwealth Services Inc., assembled an imposing group of speakers from within and outside the industry. They presented subjects in the seven fields—accident prevention, purchasing and stores, rates, economics, corporate secretaries, competitive services and insurance.

Harrington Rose Resigns AGA Management Position

Harrington A. Rose has resigned as secretary of the General Management Section of the American Gas Association to accept a position in the Customer Relations Department of the Transcontinental Gas Pipeline Corporation. He will deal with customer relations for southern customers of the corporation and will be stationed in Atlanta, Ga. Mr. Rose joined A.G.A. on April 1, 1954, after having served with Stone & Webster Service Corporation.

In an inspection at a Boy Scout camp, the director found an umbrella neatly rolled inside the bedroll of a small camper. Since the umbrella was not listed as a necessary item, the director asked the lad to explain.

"Sir," said the young Scout with a weary sigh, "did you ever have a mother?"

"It is much more important to be human than to be important."

—Will Rogers.

Johnnie was late for school one day. The teacher asked the cause of the delay.

Johnnie explained: "My mother's sick."

The teacher, thinking it might be contagious, asked, "What does the doctor say it is?"

"A girl."

The Doctor met Mrs. Brown on the street. "And how is your husband?" he asked. "Did you give him the sleeping powder I prescribed?"

"Yes, doctor," she said. "You told me to give him the amount I could get on a nickel but I didn't have a nickel so I used five pennies. He's been asleep five days now."

The horse trainer confessed that just before the big race he had given his nag a big shot of whiskey.

"Did he win?" asked a friend.

"Nope," said the trainer, "but he was the happiest horse in the race."

A Visit from the Mueller Benz

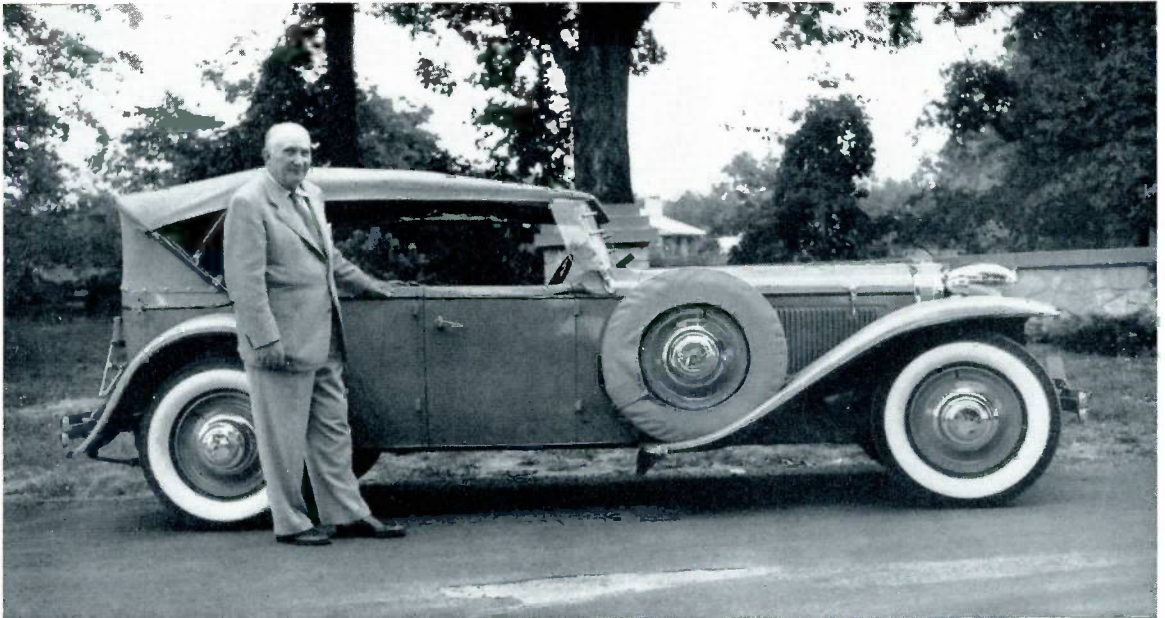
Danville, Ill., Executive Recalls First Horseless Carriage to Enter His City

(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 Evanston, 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.

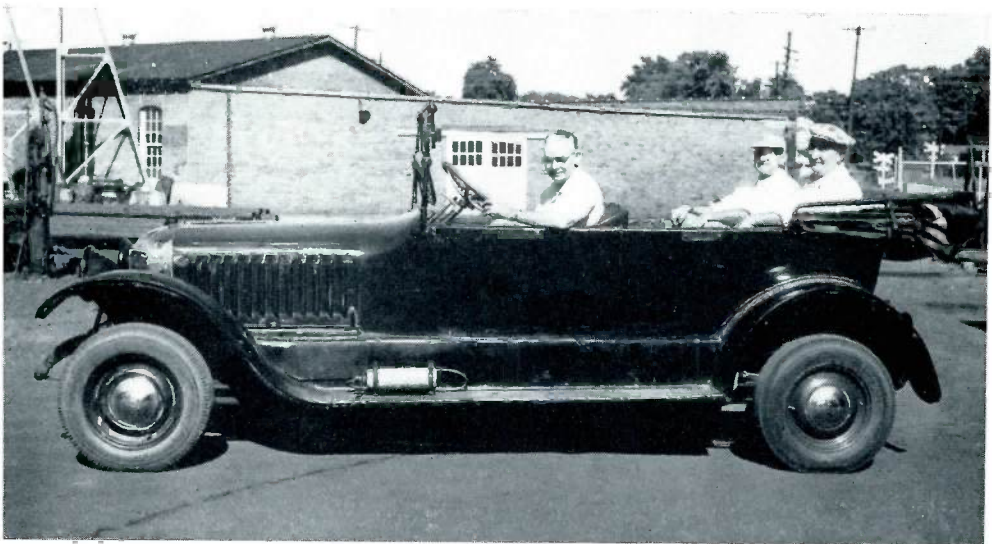
Through the courtesy of Albert G. Webber, Jr., president and treasurer of Mueller Co. and from my own recollections plus the photograph (of the Mueller Benz) reproduced with this article, we can follow the Muellers' progress automotively to some extent.

In May, 1896, the sixteenth Annual Convention of the American Water Works Association was held in Indian-

apolis, 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.

—◆—
City man: "Looks like you've been getting lots of rain here lately."

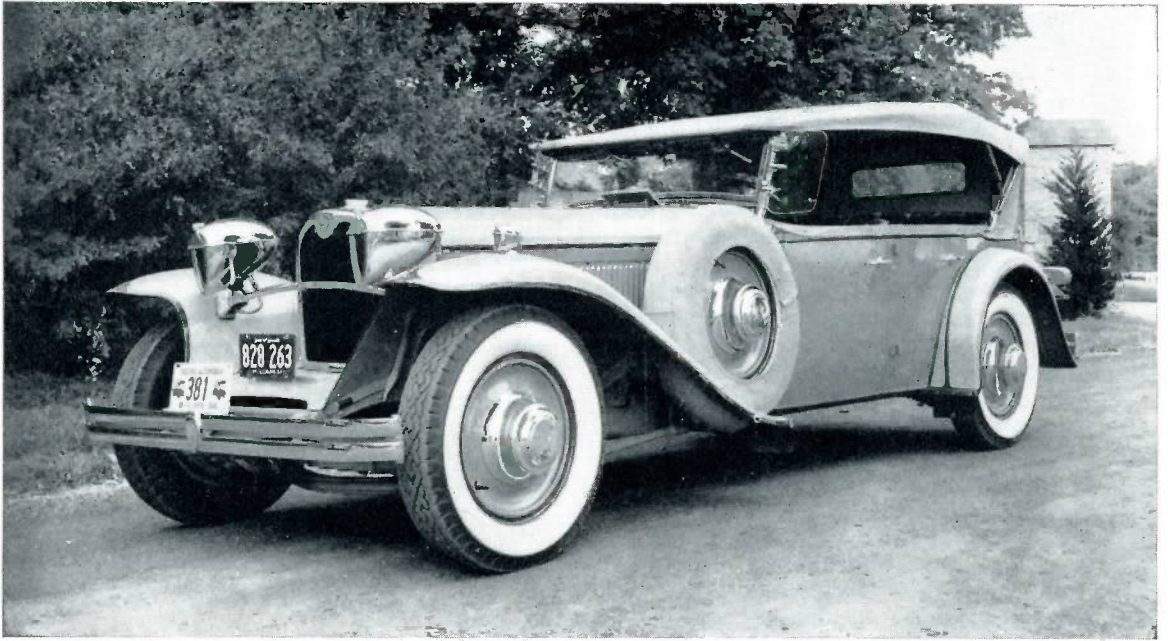
Farmer: "Yes, but my neighbor has been getting more."

City man: "That's strange. What is the reason for that?"

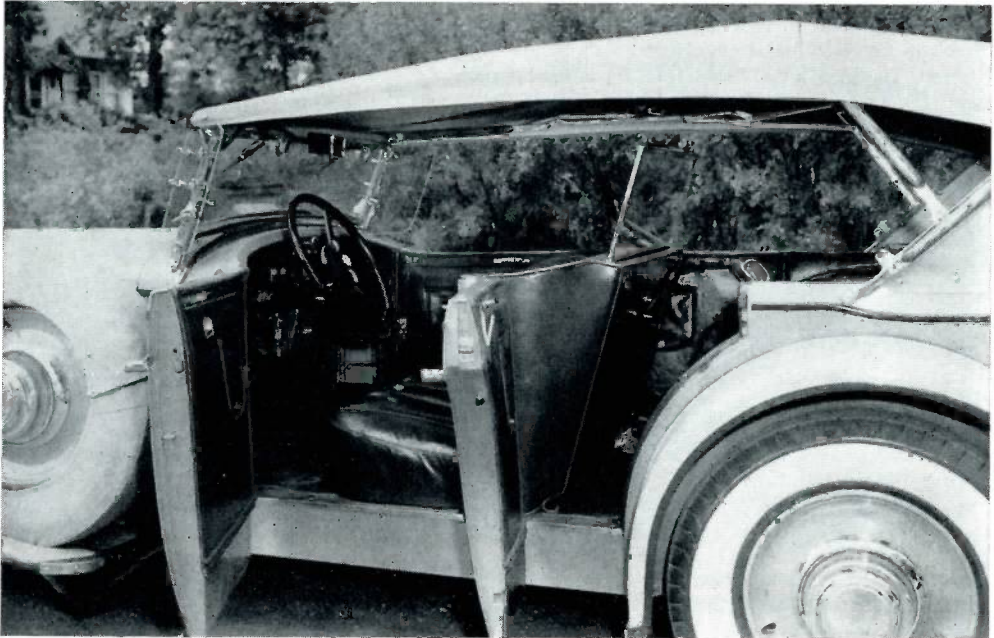
Farmer: "He's got more land."

—◆—
One major virtue in telling the truth is that you don't have to keep track of what you say.

—◆—
Worry kills more people than work does, because more people worry than work.



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 1935 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 . . .

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.

Hieronimus 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 basically 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.

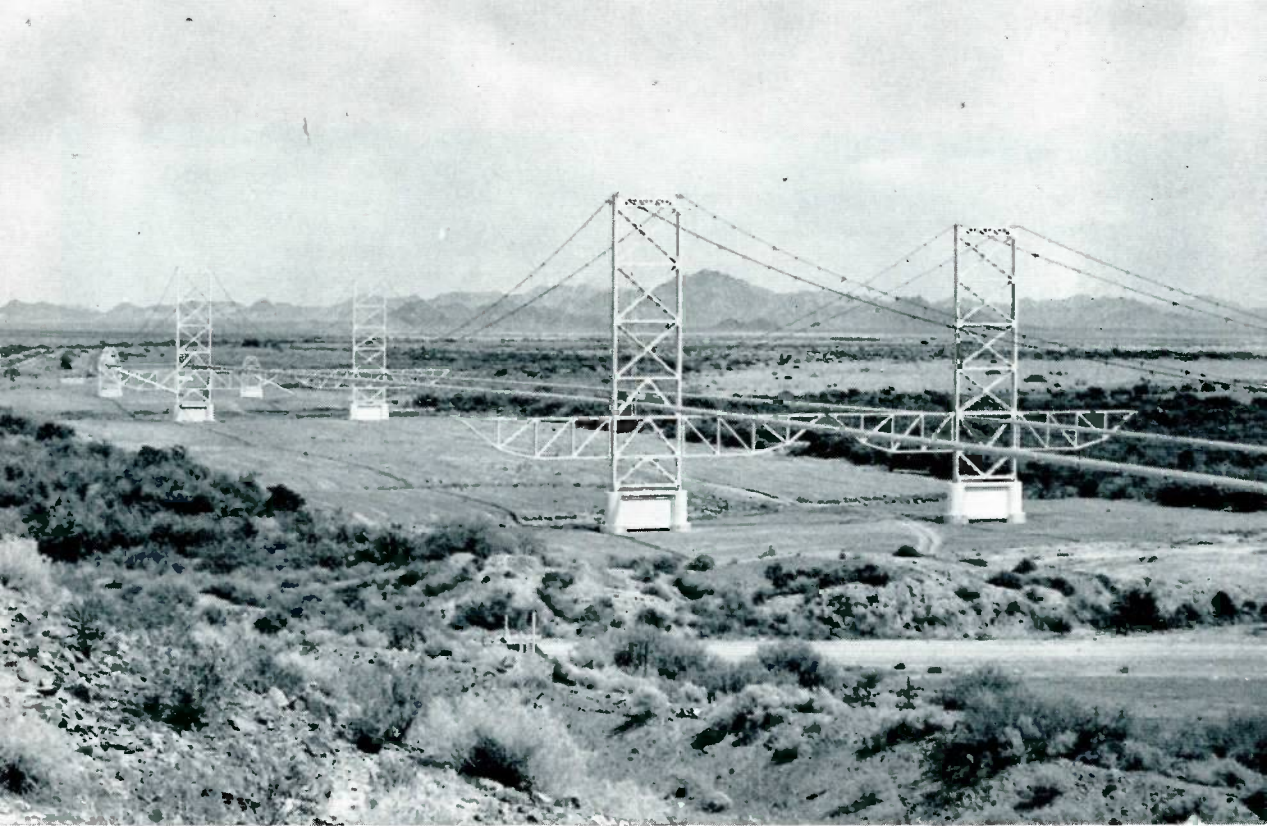
He presently owns two Stanley Steamers, 1917 and 1921 models, and a 1931 Ruxton front-wheel drive Phaeton. In addition, he drives a new Mercedes Benz.

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!



Firm contracts with El Paso Natural Gas Company assure Arizona Public Service of a sufficient supply of natural gas from fields in New Mexico and Texas. El Paso's lines have a varied terrain to cross including pipeline bridges over several rivers. Above, the 26-inch and 30-inch main lines cross the Gila River southwest of Phoenix.

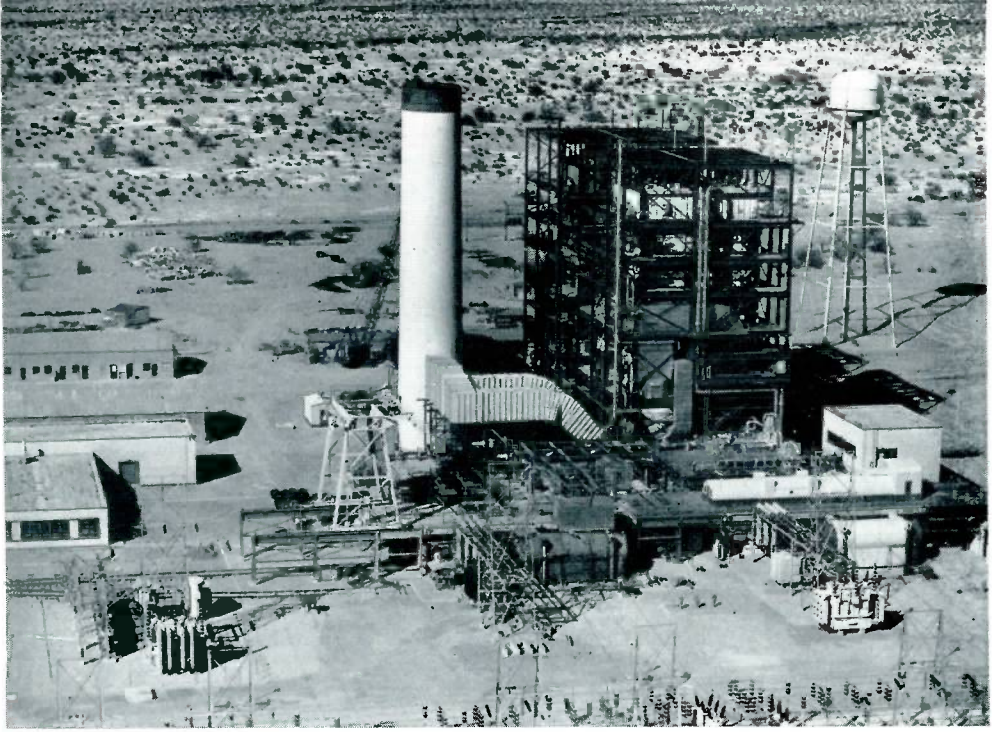
Frontier With A Future . . .

**Arizona Public Service Co.
Dedicated To Keeping Step
With State's Rapid Growth**

Serving the Frontier With a Future—that's the by-word of the more than 2200 employees of Arizona Public Service Company, Arizona's largest retail distributor of natural gas and electricity.

With a natural gas service area serving 19 communities throughout the southern and central portions of the state, Public Service also has an electric service area covering some 37,000 square miles in 10 of the state's 14 counties.

Arizona Public Service was formed in March, 1952, through a merger of Central Arizona Light and Power Company and Arizona Edison Co., Inc. The two predecessor companies had served natural gas to Arizona residents since 1934, when El Paso Natural Gas Company extended its transmission facilities to central Arizona. Prior to this time, manufactured oil gas provided fuel for Arizonans.



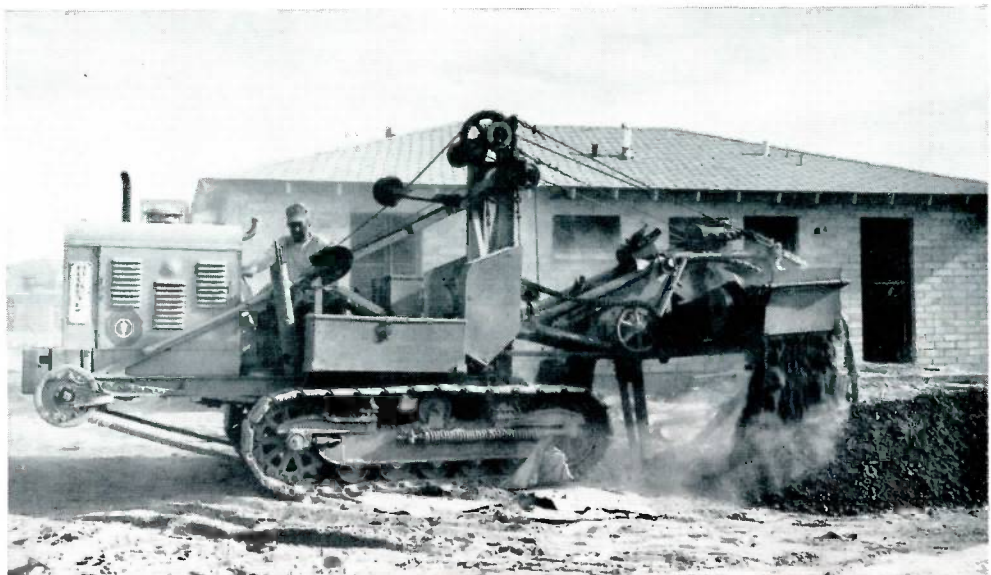
Rising from the flat desert land, Public Service's new Saguario Power Plant, near Tucson, presents an impressive sight to highway travelers. Representing an investment of more than \$24 million, the 200,000 kilowatt plant is scheduled for completion early in 1955. At present the first 100,000 kw unit is in operation. Upon completion, the giant boilers of the plant will consume approximately 12,000,000 Mcf of natural gas annually.

Heading the Company as president and general manager is Henry B. Sargent, nationally known young utility executive. Mr. Sargent came to Central Arizona Light and Power Company in 1946 after serving 19 years with the Mississippi Power and Light Company. Following the merger of CALAPCO and

Edison he continued in the position he had held with Calapco. In 1954, he was elected to a two-year term as a director of the American Gas Association.

Public Service is truly a western organization, 65 per cent of its stockholders reside west of the Mississippi River, and nearly 25 per cent live in

A familiar sight around the Public Service system are the "diggers" busily preparing for natural gas service to the many subdivisions which have been built to accommodate the rapid growth in the state's population. Thousands of new homes have been constructed in the Phoenix area alone since the close of World War II.



Arizona. Also, of the 21 members of the company's board of directors, only one lives outside the state.

Public Service now serves gas to more than 114,000 residential, commercial and industrial customers, and annual sales are in excess of 13,000,000 Mcf. The company purchases all of its gas supply from El Paso Natural Gas Company, one of the nation's major pipeline companies.

Having a gross gas plant investment of more than \$22,600,000, Public Service is currently engaged in another half million dollars in construction work. The company's investment in its gas properties consists of meters, regulating equipment, distribution systems and some 1500 miles of mains, or in excess of 1750 miles of three-inch equivalent, including feeder lines from major pipelines.

Natural gas also plays a major role in the Public Service electrical division since the boilers at company's steam electric generating stations are fired with natural gas. The Phoenix Power Plant annually consumes approximately 7,500,00 Mcf., while the new Saguaro Power Plant, a 200,000 kilowatt factory

near Tucson, will use more than 12,000,000 Mcf. when its second 100,000 kilowatt unit goes into operation early in 1955.

At the helm of the company's System Gas Department is Roy T. Richards, general superintendent. A native Arizonan, Mr. Richards has been with Public Service and its predecessor companies for the past 35 years. He is active in the Pacific Coast Gas Association, and has been a member for 30 years, six of which he served as a director of the organization.

System Gas is justly proud of its current safety record. Employing some 160 people, the department hasn't had a lost time accident in more than two years, representing a total of more than 1,000,000 man hours.

The Public Service system is very flexible due to the use of a varied pressure system. All feeder lines are high pressure, 100 pounds per square inch; belt lines carry an intermediate pressure of 50 pounds; distribution lines in suburban residential areas are semi-high pressure, 15-20 pounds; and the Phoenix business district is low pressure, 1½-2 pounds.



Due to its excellent flying weather, Arizona has several United States Air Force Bases within its borders. Located near Phoenix are Luke AFB and Williams AFB, both of which Public Service serves with natural gas. Above, company workmen install a main bringing gas service to Luke Field.



Although Arizona's population has increased fantastically in the past decade, there is still much desert land in the southern part of the state. Here, an Arizona Public Service crew trenches its way across the desert to bring natural gas service to another community.

With a system of this type, Public Service can meet any unexpected demands without having to change the size of the mains.

Public Service pioneered the use of higher pressures for distribution, thereby gaining greater flexibility and uniform pressure at the customer's meter.

Although the company derives the major portion of its revenue from the sale of electricity, natural gas figures prominently in the over-all financial status of the company. Approximately 26 cents of each revenue dollar is derived from the sale of natural gas.

Public Service believes in the future of Arizona, and maintains high standards in being a good citizen of the state and of the nation. Many civic enterprises are sponsored by the company, the most outstanding being American Heritage Week inaugurated by the company in 1950. This annual celebration is designed to promote a better understanding of and appreciation for our American way of life.

The company is interested in Arizona in other ways, too. An industrial development section headed by A. V. K.

Babcock is constantly striving to attract new industry and business to the state. Results from the work of this section have been very gratifying, and many communities throughout the state have organized industrial development committees with Mr. Babcock advising them in planning and carrying through their programs.

Besides civic enterprises, industrial development and providing dependable service at a reasonable cost, Public Service also contributes directly to the economy of Arizona. The company's annual payroll amounts to \$9,900,000 and since all employees reside within the state, a major percentage of this money remains in the state's economic channels.

Taxes are another major item in the company's role of being a good citizen. Public Service pays more than \$6,600,000 annually as its share in supporting functions of federal, state and local governments.

Since World War II, Arizona has progressed with tremendous strides and is considered one of the fastest growing states in the nation. Keeping up with



Residents in and near Wickenburg, Arizona, join in the celebration marking the arrival of natural gas service. Service was made possible by the Arizona Public Service Company.

the growth of the state has presented a man-sized challenge—a challenge Arizona Public Service has accepted and met. In the years since the end of the war, Public Service has invested \$112,500,000 in new construction throughout

the state.

Public Service Company and the people of Arizona look to the future with confidence. A confidence generated by success and stimulated by the prospects for even greater growth.

1,000 Delegates Will Attend Utility Accountants Meeting

More than 1,000 delegates from gas and electric utility companies in all sections of the United States and Canada will gather at the Conrad Hilton Hotel in Chicago for the 1955 National Conference of Gas and Electric Utility Accountants. Many challenging problems that the industry faces today in the field of accounting will be discussed during the three-day meeting which opens on April 25th. The conference is sponsored by the Accounting Section of the American Gas Association and the Accounting Division of Edison Electric Institute.

A prim little lady was telling a friend about her consternation upon finding two empty whiskey bottles in her garbage can.

"You can imagine my embarrassment," she said. "I got them out fast, because I didn't want the garbage man to think I drink."

"What did you do with them?" asked the friend.

"Well, the preacher lives next door," was the reply, "so I put them in his can. Everybody knows he doesn't drink."

—
The advantage of being bald is that when you expect callers, all you have to do is straighten your tie.

2½ Million U. S. Homes To Install Gas Heating Equipment Next 2 Years

During each of the next two years an additional one and one-quarter million homes in the United States will install gas heating equipment, according to the most recent gas househeating survey made by the American Gas Association. These new installations will bring the total number of gas heated homes in the nation to 16½ million by the beginning of the 1956-57 winter season.

The expected gain in gas heating customers follows the pattern established in previous studies. The widespread acceptance holds favorable implications for the gas utility industry, since adoption of gas heating improves frequency of installation of other gas services in the home.

The most significant gains during the next two heating seasons will occur in the East North Central states, where approximately 350 thousand new customers will be added each year, increasing the gas heating customers in this area by 27 per cent. About 342 thousand gas heated homes will be added in The Middle Atlantic area in the two-year period, representing an increase of 22 per cent in gas heating customers in that region. New England, starting from a relatively low level of gas househeating will add 113 thousand users, equivalent to an 89 per cent advance during the two heating seasons.

It is estimated that 56 per cent of the new installations in the two-year period will be in new dwelling units, with the remainder representing conversions in existing homes. A year ago, the industry estimated 52 per cent of new gas heating installations for the two years under review would be in new dwelling units. The advance reflects the continuing high rate of new housing activity.

Nearly 1.1 million new heating customers were added to gas utility lines during the 1954-55 heating season, bringing the total number now served with gas heating to about 14 million. More than 3 million of these are located in the Pacific states. An additional 2½

million are located in each of the East North Central and West South Central regions.

Saturation of gas heating customers, compared with total residential customers served, exceeds 90 per cent in the West South Central, Mountain and Pacific areas, but still amounts to less than 10 per cent in New England. For the entire country, the heating saturation now has reached 50.6 per cent and is expected to approximate 60 per cent within another two years.

Tabulations of present gas heating customers and of the expected new gas heating installations by geographic areas are available from the A.G.A. Bureau of Statistics.

“Poor man! He was ruined by untold wealth.”

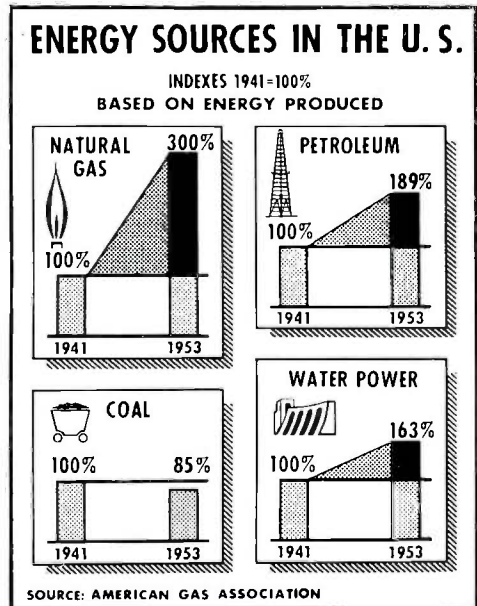
“Untold wealth?”

“Yes, he didn't tell about it in his income tax return.”

Traffic Cop: Why did you keep on going after I whistled?

Driver: Sorry, I'm pretty deaf.

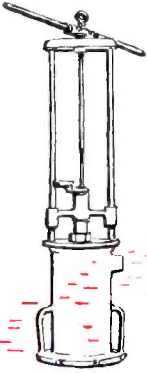
Traffic Cop: Well, you'll get your hearing in the morning.



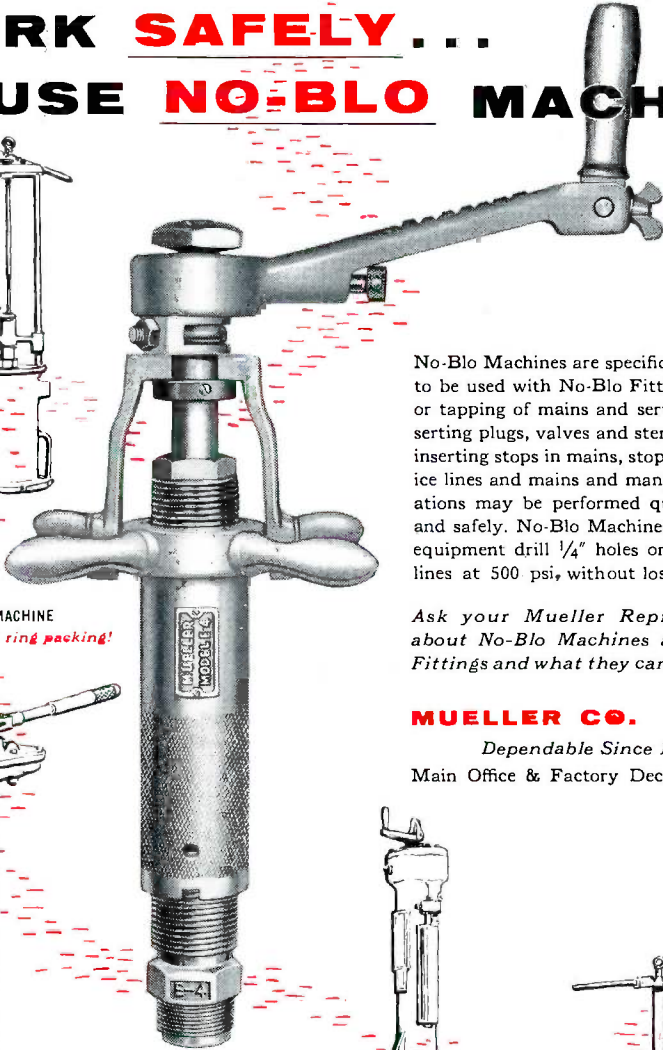
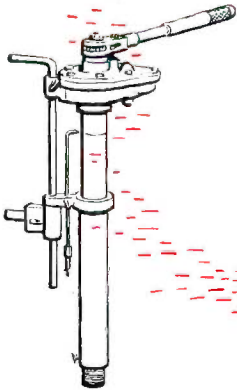
LAST year, natural gas contributed more than nine quadrillion B.T.U. of energy, over 23 per cent of the nation's total supply and triple its use a little more than a decade ago. This amount of energy is sufficient to make 250 million automobiles or the total United States output of cars for 36 years at the present rate of production.

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