MUELLER RECORD

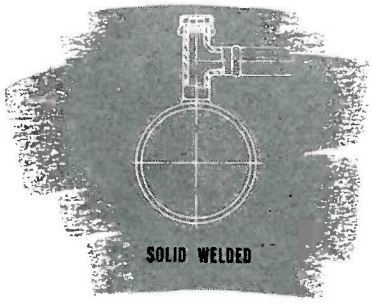
Vol. XXXIV SEPTEMBER • 1947 • OCTOBER No. 2

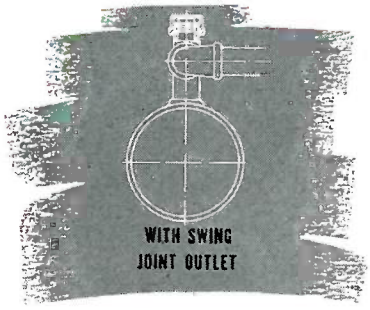
IN SAFETY

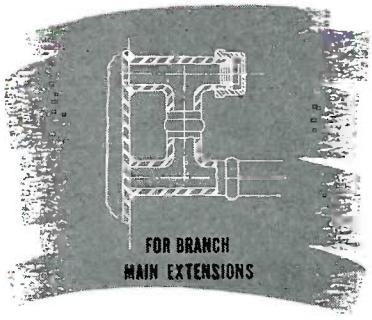
THE T IS IMPORTANT

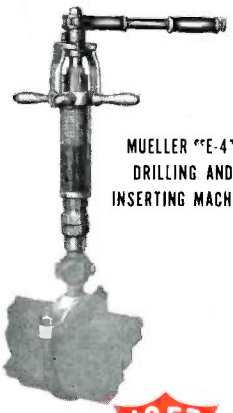
USE THEM ALWAYS

Mueller H-10410 Steel Welding Tees are made from low carbon steel of the same analysis as steel pipe. This makes for strong, even fusing between the Tee and the pipe. The Tee will withstand pressures up to 500 lbs.









MUELLER "E-4" DRILLING AND INSERTING MACHINE

The combination of a Mueller Steel Welding Tee and the Mueller "E-4" Drilling and Inserting Machine will provide absolute safety from leaking gas while making service connections to the main. No gas can escape in any phase of the operation. Connections can be made to low, intermediate or high pressure lines without shutting down the pressure or letting the gas blow. Ask your Mueller representative or write us direct for details on this simple, safe and economical method.

DEPENDABLE SINCE 1857 FULLY WARRANTED OUR 90th YEAR

MUELLER CO.

MAIN OFFICE AND FACTORY.....DECATUR, ILLINOIS

OTHER FACTORIES: *Los Angeles, Cal.; Chattanooga, Tenn.; Sarnia, Ont. Canada*

MUELLER RECORD

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MUELLER CO.

PLUMBING, WATER AND GAS PRODUCTS

MAIN FACTORY AND OFFICE
Decatur, Illinois

PACIFIC COAST FACTORY
Los Angeles, Calif.

COLUMBIAN IRON WORKS
(Hydrant and Valve Division)
Chattanooga, Tenn.

CANADIAN FACTORY
MUELLER, LTD.
Sarnia, Ontario

BRANCHES
New York, San Francisco

September ● 1947 ● October

Vol. XXXIV No. 2

GENE J. KUHN, Editor

CONTENTS

COVER
Ewing Galloway from American Photo

Whew!

WE HOPE THAT the article on counterfeiting in this issue, "Know Your Money," will be of service to readers of the Mueller Record, many of whom conduct scores of cash transactions during each business day. Speaking for ourselves, we are breathing easier now that the article has been published, and that we have dutifully returned the photographs of portions of the bills to the U. S. Secret Service and also surrendered the engravers' negatives and the copper engravings from which the illustrations were printed.

It was rather amazing to learn all the safeguards with which the sanctity of Uncle Sam's little green bills is preserved. For example, authorization to reproduce sections of good and counterfeit bills was requested through the Chicago office of the Secret Service, which forwarded it to the Treasury Department. A teletype message from Washington to Chicago served as a tentative okay, with a written authorization following by mail.

Then, after arranging to have another illustration made showing Mrs. Louise Armstrong, Illinois Power Company cashier, waiting on a customer, it was decided to submit a print to the Secret Service for what we thought would be routine approval. Instead, back came word that the photograph was a violation. So it was necessary to paint out two perfectly good bills —a five and a one.

William E. Mueller
1894 — 1947

WILLIAM E. MUELLER

WILLIAM E. MUELLER, president and treasurer of the Mueller Co., died unexpectedly at Decatur September 22, apparently as the result of a heart attack, thus ending a career with the company which began in his early youth under the tutelage of his late father, Adolph Mueller.

News of the death came as a shocked surprise to Mr. Mueller's family, his friends and associates. He was discovered unconscious on a city bus, and died before reaching a hospital.

It was believed that Mr. Mueller had started to walk from his home to the company's main office, that he had become ill, and had boarded a bus. J. W. Simpson, vice-president in charge of sales, said Mr. Mueller had mentioned the previous week that he thought he would start walking to the office, and he had done so at least once that week.

Mr. Mueller was president and treasurer of the Mueller Co. of Decatur and of the company's Los Angeles branch, president and treasurer of the Columbian Iron Works of Chattanooga, and chairman of the board of directors of Mueller, Limited, of Sarnia, Ontario.

Mr. Mueller first joined the management of Mueller Co. in 1922, although prior to that time he had worked as a messenger and at other jobs in the factory. In July, 1922, he was elected to the board of directors of the company, and was placed in charge of sales. Five years later, he was elected treasurer of the company, later becoming executive vice-president. He was elected president of the Mueller Co. on December 16, 1939, succeeding his father, who became chairman of the board of directors. His father died in Florida on May 13, 1944.

William Everett Mueller was a grandson of the late Hieronymus Mueller, who founded the company ninety years ago, and was the company's fourth president. He was born on March 15, 1894, at Decatur, and received his grammar and high school education in the Decatur schools. He then attended Tome preparatory school at Port Deposit, Maryland, from which he was graduated in 1913. Mr. Mueller received his university education at Yale University, New Haven, Connecticut, from which he was graduated with a bachelor of arts degree in 1917.

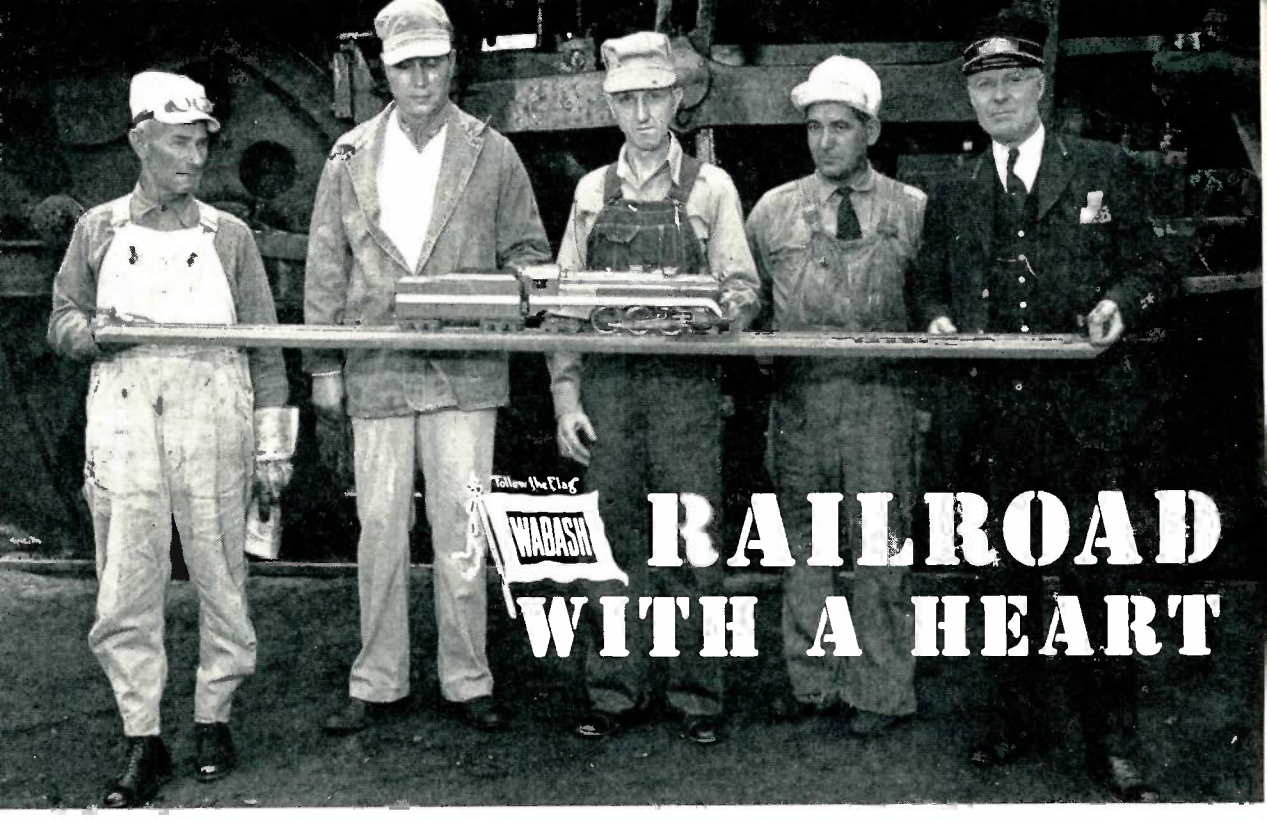
During World War I, he enlisted in the United States Naval Reserve Forces on December 10, 1917, and was discharged with the rank of ensign in January, 1919. In World War II the Mueller Co., under his presidency, manufactured munitions for which company employees received an Army award for meritorious production, with the company later being presented with the coveted Army-Navy "E" award.

Mr. Mueller was married June 24, 1931, at Yuma, Arizona, to Miss Pauline Verner of Decatur. Besides his wife, he is survived by three children, William Everett, Jr., Henry Adolph, and Jane, and a sister, Mrs. Charlotte Schluter of Princeton, New Jersey.

Mr. Mueller and his family lived quietly and conservatively, and he shunned personal publicity. This trait was mentioned in an article in *The Decatur Herald*, which said in part: "William Everett Mueller was characterized by his friends and associates as a quiet, unassuming man who, behind the scenes, did much more good in this community than will ever be known. As did his father, Adolph Mueller, William Everett Mueller wanted it that way."

Mr. Mueller was a leader in the campaign to raise funds for the building of the Salvation Army Citadel at Decatur, and at the time of his death he was chairman of the Salvation Army's five-year planning committee. He also was interested in the South Side recreational center, and contributed magazines and tools for the craft shop. For some time, Mr. Mueller had personally contributed two scholarships each year for worthy students at James Millikin University, a custom started by his late father, and many of his other philanthropies were unknown except to the beneficiaries and a very small group of his intimates.

Private funeral services were held September 25, and interment was at Fairlawn Cemetery, Decatur. Pall bearers were E. B. Evans, J. C. Hostetler, George W. Parker, Frank E. Taylor, A. M. Metzler, William Shellabarger, E. E. Joynt, and W. H. Hipsher.



As guest of the Wabash, Alva Moats, Mueller Co. toolmaker and railroad enthusiast, was permitted to ride the cab of a locomotive, fulfilling a lifetime ambition, on a roundtrip between Decatur and Danville. Holding one of Moats' scale models before the start of the trip are Engineer C. C. Loyd, Paul Staats, road foreman of engines, Moats, Fireman J. Bessigano and Conductor Elmer Rose.

WHEN WABASH TRAIN NO. 4, the Detroit Special, pulled out of the Decatur station recently, there was little to mark the departure from its regular daily schedule, except that it was being drawn by a large Series 700 locomotive.

However, in the engine's cab, Alva Moats, Mueller Co. toolmaker whose hobby is railroad model-making, was starting out on a 148-mile roundtrip between Decatur and Danville that was the fulfillment of a lifetime ambition.

Moats was the guest of Wabash Railroad Company officials who had read in the last issue of the MUELLER RECORD of his desire to ride in the cab of a locomotive on a regularly-scheduled passenger run. The trip became such a pet project of the company that engine No. 705 was taken off its regular Banner Route run between St. Louis and Chicago and coupled to the Detroit Special, replacing a smaller Series 600 engine, and Paul Staats, road foreman of engines, was detailed to accompany Moats.

Moats has devoted several hours a night for the past five years to his hobby, and has painstakingly built scale models of Wabash freight engines of the Series 2900 type and a Series 700 passenger locomotive, which is powered by compressed air, from blueprints furnished by the company.

[illegible]	[illegible]	[illegible]	Lv	Taylorville	Ar	4	33
11 52	113.2		Ar	**Decatur**	Lv	3	57
11 57	113.2		Lv	**Decatur**	Ar	3	52
....	114.3		"	East Decatur	Lv	.....	
....	118.2		"	Oakley	"	.....	
....	125.1		"	Cerro Gordo	"	.....	
....	133.4		"	**Bement**	"	e	3 26
....	140.2		"	Ivesdale	"	f	3 15
....	146.3		Lv	Sadorus	"	f	3 06
12 47	150.8		Ar	**Tolono**	Lv		2 58
12 50	.....		Lv	**Tolono** (*Illini Coach Co*)	Ar		2 48
‡ 1 10	.....		Ar	Champaign "	Lv	‡	2 28
‡ 1 15	....		Ar	Urbana "	Lv	‡	2 08
‡11 57	....		Lv	Urbana (*Illini Coach Co*)	Ar	‡	3 25
‡12 17	....		Lv	Champaign "	Ar	‡	3 20
12 37	....		Ar	**Tolono** "	Lv		3 00
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....	156.6		"	Philo	Lv	f	2 48
....	161.2		"	**Sidney**	"	f	2 40
g 1 09	167.3		"	Homer	"	f	2 30
....	174.1		"	Fairmount	"	f	2 20
....	181.0		Lv	Catlin	"	f	2 10
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.....	184.9		Lv	Tilton	Ar	.....	
1 45	187.1		"	**Danville, Ill.**	Lv		1 50
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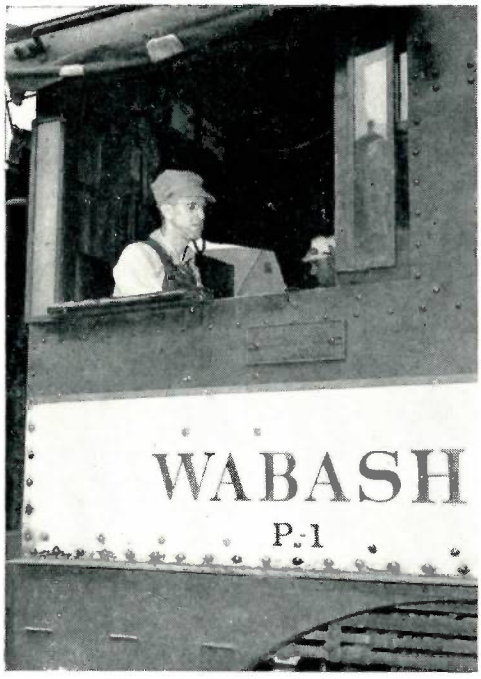
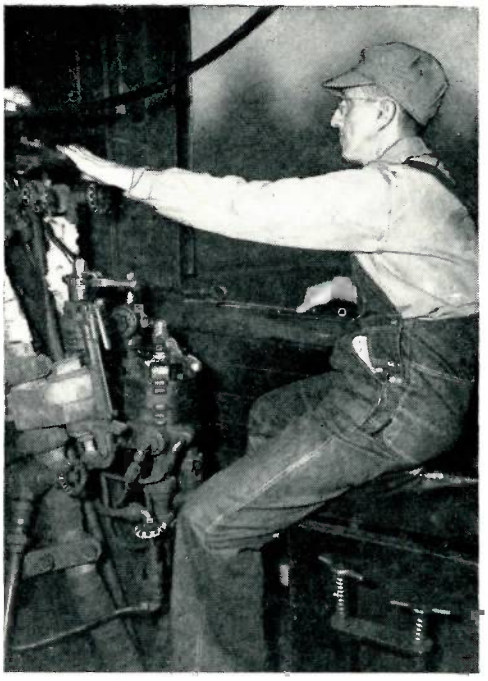
This is the daily schedule of Wabash trains Nos. 4 and 1, the Detroit Special and the St. Louis Special between Decatur and Danville. No. 4 was twenty-five minutes late leaving Decatur, but made up the time before reaching Danville.

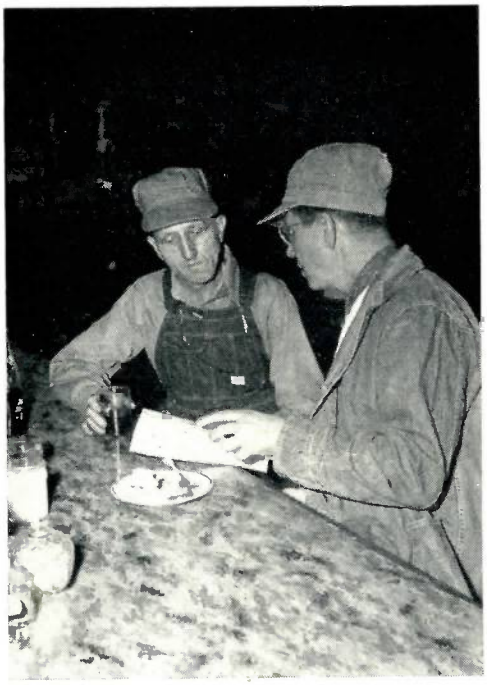




Moats tries out the engineer's seat for size after climbing into the cab of the big P-1 locomotive, which was specially scheduled for the run by Wabash Railroad Company officials, and finds the throttle within easy grasping distance.

Conductor Rose gives the engineer a highball at Tolono to pull up the train to disembark an invalid, after passengers, mail and express had been loaded at the station.

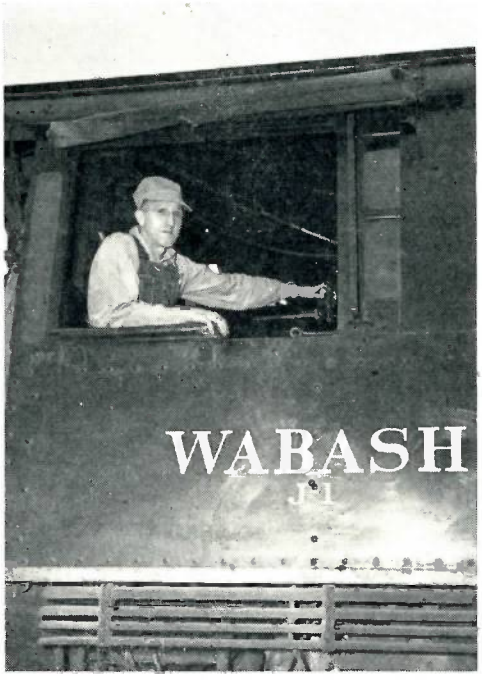
Underway again, Engineer Loyd took the train up to seventy-eight miles an hour, the maximum speed allowed by the Wabash, in an effort to bring No. 4 in on schedule.



Over pie, milk and a soft drink at Danville, Staats shows Moats that the return trip will be only ten minutes longer, although more stops are required enroute.

Train No. 1, pulled by a Series 600 engine, arrives at the Danville station for the second lap of the trip. Train No. 4 usually uses this type engine on regular runs also.

After introductions, Moats and Staats pose with Fireman Art Edgecombe, left, and Engineer I. W. Kendall, the 663's crew. Moats was correctly attired for the trip, except for the bandanna handkerchiefs the other railroaders are wearing.



More familiar with the inside of a locomotive's cab by this time, Moats is grasping the engine's independent brake valve, used for stopping or slowing the engine only.

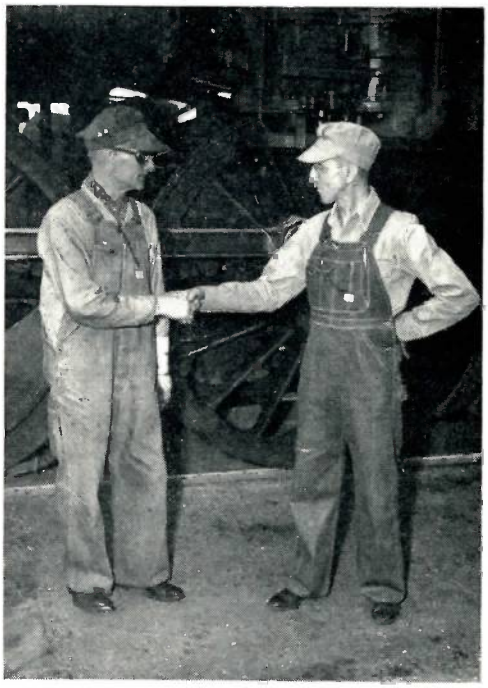
Moats appears to be sighting down the long spout of the oil can as he oils the engine's crosshead. All in all, he felt he learned a lot about locomotives on the trip.

For Moats the trip was everything he expected it to be. He was able to observe at first hand the actual operation of a locomotive on a regular run, the teamwork required between engineer, fireman and conductor, and the careful attention paid by the train crew to train and safety orders.

"As soon as I climbed into the cab," Moats said, "I glanced around, keeping one eye on the engineer. He took hold of the throttle and eased it back a little, a little more, then back quite a bit, but I could hardly feel any movement at all. A glance outside showed we were just beginning to move, and I looked at my watch. We were twenty-five minutes behind schedule. I looked out the window again as we crossed the Illinois Central tracks, and I said to myself: 'Is this really happening, am I really on a locomotive?'

"As we passed through the switch yards, Fireman J. Bessigano showed me a copy of the train orders. I don't remember the exact wording, but one sheet read that east of Cerro Gordo the track was being repaired, and that we were not to travel more than twenty-five miles an hour. Another flimsy

(Continued on Page 28)



End of the run at the Decatur station, and Engineer Kendall says goodbye after receiving an invitation to pilot the model engines of Moats' basement railroad system.

$ KNOW YOUR MONEY $

A U. S. Secret Service tip: "Good money looks good; bad money looks bad."

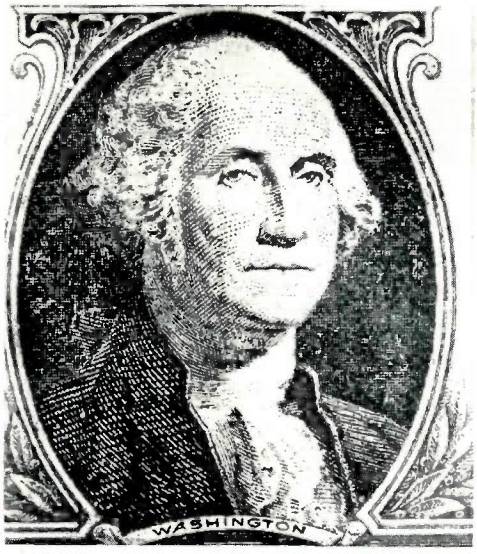
CHANGING THE HABITS of the American public is a big and sometimes very discouraging job, the United States Secret Service has learned, but it still hopes that sooner or later John Q. Public can be educated to the point that he will at least give his folding money a second glance before stuffing it in his billfold.

Ironically, the very reason the public usually pockets its money with such confidence is due to the vigilance of the Secret Service, which, among its other duties, is charged with the suppression of counterfeiting. But the job of the Service would be considerably lightened if John Q. would give his change a little more attention. Almost every type of bogus currency has been palmed off on the public, ranging from dollar bills drawn with indelible pencil and others run off on a mimeograph machine to excellently executed counterfeits.

Detecting the bogus from the good isn't too difficult a matter, generally speaking, although, of course, there are exceptions to almost everything. A very simple rule of thumb will suffice in most instances in determining whether a bill is counterfeit: "Good money looks good; bad money looks bad."

For one thing, most artists and engravers who are skilled enough to make good quality counterfeits make better wages at legitimate work—and without the risk of a $5,000 fine, fifteen years' imprisonment, or both. And duplicating the work of the engravers of the Bureau of Engraving and Printing thus far has been found impossible.

No one engraver does all the work in making the steel plates from which notes or other government securities are printed. Each is a specialist, and one may work only on portraits, another on lettering, scrollwork



These portraits of Washington are reproduced from counterfeit and good $1 bills. The portrait at the left was enlarged from a counterfeit bill, and has a flat appearance as compared with the portrait from a good bill at the right. Notice the vast amount of detail in the portrait on the genuine bill. These and the photos on the following page are published by special permission of the Secretary of the Treasury and further reproduction, in whole or in part, is strictly forbidden.

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or other design. A false cut or a slip of the graver, the tool used to carve the design, may ruin weeks or even months of labor. Specimens of the work of Bureau engravers have received the highest awards at all world's fairs and exhibitions since 1872.

Even the best counterfeiters usually find themselves behind the bars of a federal penitentiary, if they keep at it long enough. Some years ago a New Jersey farmer, Emanuel Ninger, made $10, $20, $50 and $100 bills with such artistic merit that he was able to pass them for seventeen years before the Secret Service caught up with him.

Ninger made his bogus money with pen, an ink of his own manufacture, and a camel's hair brush. The ink was fine for his purposes, but it was not waterproof, and a liquor store clerk whose hands were damp noticed dye on her fingers after changing one of his choice $20 bills.

Ninger was convicted, despite his plea that the craftsmanship that went into the bills was worth more than the face value.

Harry D. Anheier, supervising agent of district No. 9, which includes the states of Illinois, Wisconsin and Indiana, says that the Secret Service has succeded in making counterfeiting so unprofitable that most of the smart operators have turned to some other activity, either within or outside the law, leaving the field to small-time crooks who haven't the ability to make really good counterfeits.

"If people would only look at their change," Mr. Anheier said, "we'd drive out the small fry, too. You can spot their work almost instantly."

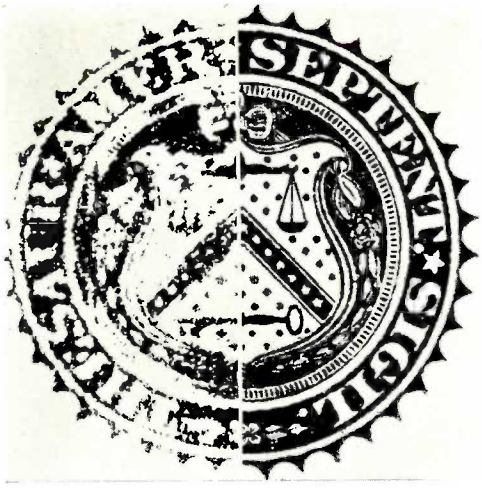
Examination of the portrait on the bill is one of the best means of determining the legality of paper money, Mr. Anheier said. The portrait should be sharp and life-like, and the eyes should have an alert look. On a genuine bill, the background around the head should be clear and even, whereas a counterfeit bill usually will have the small squares filled with ink.

Mr. Anheier said it also would help to remember who belongs on what bill, since many bogus bills are of the "raised" variety. For example, $1 bills are sometimes altered to represent $10.

This is the line-up, whether the bill you receive is a Federal Reserve note, a United States note, or a silver certificate:

Washington appears on all $1 bills, Jefferson on all $2 bills, Lincoln on all $5 bills, Hamilton on all $10 bills, Jackson on all $20 bills, Grant on all $50 bills, and Franklin

Comparison of the borders of good and bad bills also shows the inferior work of the counterfeit bill. The fish-net lines around the figure "1" of the good note, top half of composite, are clearly defined; those on the counterfeit are indistinct and irregular.



The Treasury seal also is a distinguishing feature. The seal from the genuine note, right half of composite, has clearly defined "sawteeth" and lettering, while the points on the counterfeit are blunt and uneven and the lettering is almost illegible.

on all $100 bills. And in the upper brackets, McKinley appears on $500 bills, Cleveland on $1,000 bills, Madison on $5,000 bills, and Chase on $10,000 bills.

Mr. Anheier and other Secret Service agents will be glad to hear from anyone who finds a bill in his possession with Woodrow Wilson's portrait on it, for he was on $100,000 bills, and they're out of circulation.

As a matter of fact, if a person finds he has inadvertently picked up a counterfeit note, the best thing to do is call a cop—or the Secret Service, if an office is handy. Merchants and other business people have been instructed to delay the passer—who almost invariably will be a stranger—on some pretext or other until police can be summoned, avoiding an argument if possible. It is important to write down an accurate description of the passer if he cannot be detained.

However, as matters now stand, many counterfeit bills are not detected until they are turned in at a bank with other deposits. And sometimes phoney bills travel as far as a Federal Reserve bank before being spotted.

How are counterfeiters apprehended? Mr. Anheier says that many arrests have resulted from alert clerks and cashiers, others through careful investigative and laboratory work. In the files of the Chicago office are many successfully completed cases, including that of "John Gilbert Brennan and Others."

This case involved the manufacture of counterfeit $1 silver certificates in Chicago, and the passing of the notes in Chicago, southern Illinois, and throughout Missouri and Kentucky.

Brennan, the maker of the plates, had at one time worked as a legitimate plate-maker and pressman for Chicago concerns, and during the early part of 1940 he made the plates for the counterfeit $1 certificates. He secured the help of William Langford of Chicago, a lithographer, and a large quantity of the notes were manufactured and passed at first in Chicago.

Through continued investigation, agents of the Secret Service developed Brennan as a possible suspect in this case, and his activities were kept under careful surveillance for some time.

On June 12, 1940, Brennan's assistant, Langford, was taken into custody, along with a man named Francis Sullivan. The two were in an automobile owned by Brennan. The agents seized sixty-seven counterfeit $1 silver certificates on Langford's person and 259 additional notes were found in a suitcase in the car.

Shortly thereafter, Brennan was taken into custody as well as one Michael Abbott,

(Continued on Page 30)

Refrigerate Natural Gas for Storage

A NEW METHOD of storing natural gas in liquid form which will reduce storage space by more than 99.8 per cent has been developed by Dr. L. F. Stutzman, assistant professor of chemical engineering, and George H. Brown, instructor, at Northwestern University's Technological Institute, the university has announced.

Under the method 800 cubic feet of natural gas may be contained in one cubic foot of storage space, the scientists said. The temperature of natural gas was reduced to 260 degrees below zero, Fahrenheit, by bringing it into contact with liquid nitrogen at a temperature of 320 degrees below zero during a seven-month study on a huge research project.

"We are continuing a further investigation on the liquefaction of natural gas, and while the economics of the method are not known, it would appear that this method is cheaper than an underground storage in which gas is compressed to high temperature," Dr. Stutzman said.

However, Dr. Stutzman emphasized that the study was on the liquefaction of natural gas, and not particularly on storage.

The liquefaction of natural gas makes possible the diversion of the valuable gases contained in it to industrial use in important synthetic industries, because the method permits separation of ethane, butane and propane after distillation, the scientists said.

Dr. Stutzman and Mr. Brown believe the method offers a long-sought means of conserving millions of cubic feet of gas for household and industrial use, gas that until the present has been burned off at oil fields as it was piped out of the earth because of the danger of explosion and the harmful effect on workers and vegetation in oil-producing communities.

Through the use of refrigeration equipment and insulated tanks, Prof. Stutzman and Mr. Brown believe that large storage tanks can be eliminated or used for additional storage, so that a community will have an adequate supply of gas on hand at all times. The liquid gas may be returned to its gaseous state by reducing refrigeration and piping the gas off a storage tank and into gas mains.

Dr. L. E. Stutzman

George H. Brown

Breakage TEST

Caught just at the moment of impact as it was struck by a truck traveling about twenty miles an hour in a breakage test witnessed by members of the Decatur Fire Department, the upper barrel of this Mueller Co. improved fire hydrant is slightly blurred as a result of vibration. A split second later the hydrant's safety flange and safety coupling snapped, and the hydrant is shown in mid-air. In the lower photograph, broken pieces of the safety flange may be seen lying near the undamaged lower barrel as repairs are being made. No water was lost.

Eighteen minutes later, the hydrant, repaired with an inexpensive replacement kit, is fully serviceable, and as Herman A. Chepan engineering mechanic, opens the hydrant, water flows from the steamer nozzle. Those witnessing the demonstration included, left to right, Fire Chief Ira Leech; Robert K. Levey, assistant sales manager; Assistant Chief Jesse Ping; Albert Behrend, the chief's driver; and L. W. Mueller.

Demonstration of Mueller-Columbian fire hydrants has a practical application as a result of traffic accidents.

ONE OF THE MOST spectacular tests to which Mueller Co. products are subjected is the breakage test, a test that clearly illustrates the value of two of the important features of Mueller-Columbian improved fire hydrants, the safety flange and safety coupling.

This test often is duplicated after installation as a result of traffic accidents, and, in the case of hydrants which do not incorporate these features, the results are long-delayed repairs and lack of fire protection for the area served by the hydrant.

A clear-cut example of this occurred at Chillicothe, Illinois, a small city in the north-central section of the state, with a population of about 3,000. Early this spring, a drunken driver struck a four and one-half inch fire hydrant there, breaking it off at the ground line and sending the hydrant's entire flow geysering into the street.

The accident occurred at about 2 o'clock in the morning, and it was almost ten hours later that a wooden plug was driven into the barrel and calked with lead. Meantime the city's elevated tank was almost emptied, and although water was kept in the main without loss of pressure, the city's fire protection was seriously endangered.

Mueller-Columbian improved fire hydrants are constructed with a compression-type main valve, which is held seated by water pressure, and in case of traffic accident or other damage there is no water loss, no barrel breakage, no digging, no water cut-off. Only in the event some part of the main valve itself is in need of repair does the water have to be shut off from the Mueller-Columbian hydrant.

SALES MEETING

FOR THE FIRST TIME since 1941, Mueller Co. salesmen and executives from all territories and plants were called back to the company's headquarters at Decatur the last week of August for a sales meeting at which sales policies were discussed and information given on new products and manufacturing methods.

As in the past, one of the main purposes of the meeting was to re-establish the spirit of cooperation between the salesmen in the field and the main office. Business matters were taken up in a series of morning sessions, and the older salesmen had their afternoons free for golfing and other recreation while the younger salesmen received lectures and demonstrations on Mueller Co. products, including drilling and tapping machines, line stopper equipment and specialties.

One day was set aside for a tour of the Mueller Co.'s two Decatur plants, and the salesmen were divided into small groups and conducted through the various departments with experienced guides.

(Continued on Page 29)

R. G. Medick, the company's youngest salesman, makes a practice tap with a "B" machine as a group of the younger salesmen check his technique.

Loren Grosboll, second from right, regulator engineer, demonstrates the Mueller-patented auxiliary spring principle of a relief valve to George Knipe, J. L. Logsdon, Paul Hines, Harold Linton and A. D. Parks.

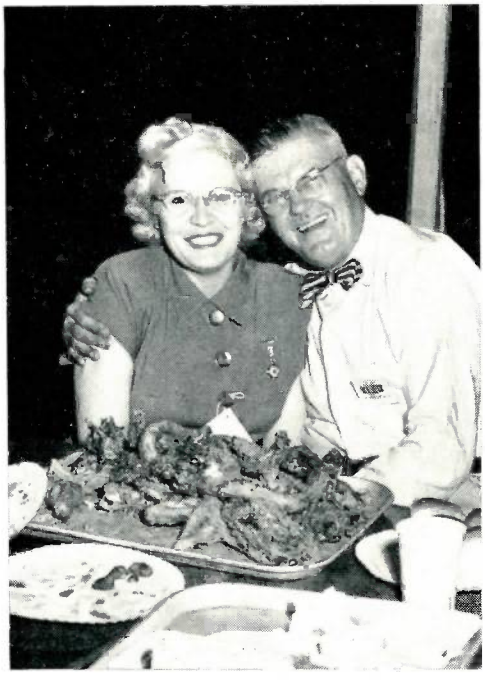
Chicken Fry

ONE OF THE HIGHLIGHTS of the week's sales meeting was an old-fashioned chicken fry which was held at the Mueller Lodge,. Approximately 225 persons attended the dinner, including Mueller Co. executives, salesmen and foremen and their wives.

Much of the evening's entertainment was provided by the initiation of candidates into the 49 Club, an organization within the sales department, so called because salesmen at one time often filled their sales quotas through a popular product which bore a catalogue number with the prefix "49."

Salesmen who were initiated included C. W. Auer, W. L. Draper, R. G. Medick and A. D. Parks, Decatur salesmen; Kenneth Potts and H. K. Udell, Los Angeles salesmen; and E. P. Graeber, Stanley Johnson and James E. Williamson, New York salesmen. Others initiated were W. H. Hipsher, assistant treasurer; Frank E. Taylor, works manager; A. C. Werdes, general auditor; and Gene J. Kuhn, editor of the MUELLER RECORD, all of Decatur; and O. E. Walker, Chattanooga, manager of Columbian Iron Works.

J. W. Simpson, foreground, vice-president in charge of sales, receives a portion of chicken. Next in line is Mrs. Simpson, followed by Jean DeShon, Bert Kitchen, Robert Levey and Lloyd George.



Hugh L. Baker, general sales manager, and Mrs. Baker are shown as they passed through the serving line, while at the right W. L. Jett sets aside a platter of chicken to pose for an informal portrait with Mrs. Charlotte Doherty, wife of C. W. (Bill) Doherty, engineering department.

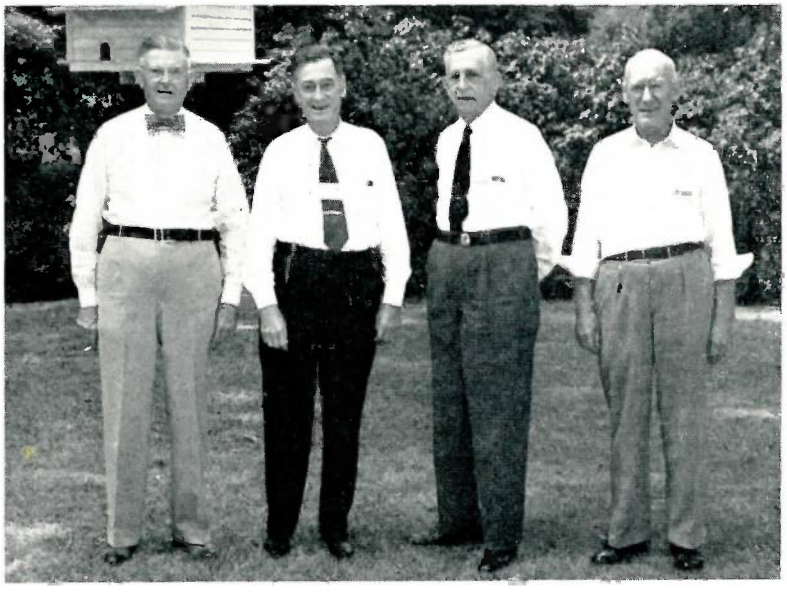
Those attending the sales meeting included: bottom row, left to right,—A. G. Webber Jr., F. T. O'Dell, Ebert Mueller, J. L. Logsdon, L. J. Evans, R. H. Mueller, William E. Mueller, J. W. Simpson, W. L. Jett, Frank H. Mueller, L. W. Mueller, H. V. Seevers, R. E. Kirchner, O. H. Sharlock, Robert T. Whitehead, B. F. Kitchen, George H. Hofmann, Robert K. Levey.

Second row, left to right—Ray L. Dawkins, Ron Nicolson, R. W. Karr, F. V. Johnson, W. L. DeWitt, F. C. McCown,

Mueller Co. sales executives included J. L. Logsdon, Los Angeles; Leroy J. Evans, New York; Hugh L. Baker, J. W. Simpson and Robert K. Levey, Decatur; Ron Nicolson, Sarnia, Ont.; and W. A. Coventry, Chattanooga

George Knipe, H. A. Probst, P. L. Hines, W. F. Aaron, E. W. Peterson, R. L. Jolly, J. Milne, E. P. Graeber, Fred Kroschwitz, Lloyd George, Ray Fallon, George W. White.

Back row, left to right—Hugh L. Baker, J. W. Wells, W. A. Coventry, Gene J. Kuhn, C. W. Auer, R. G. Medick, J. E. Williamson, S. B. Johnson, A. D. Parks, W. L. Draper, Kenneth Potts, W. H. Hipsher, A. C. Werdes, H. K. Udell, John Smith, Loren Grosboll, E. W. Lowe and Walter Bowan.



Oldest salesmen in point of service at the meeting were these four Mueller Co. veterans. Left to right, they are W. L. Jett, B. F. Kitchen, R. E. Kirchner and W. F. Aaron. Total service for this foursome, 170 years.

Candidates for membership in the 49 Club, above, join in singing a composition foretelling the ordeal of initiation into the organization. Old-timers said this year's initiation was more decorous than in the past, due possibly to the mixed crowd at the chicken fry. Below, Otto H. Sharlock declares a draw in a battle between Initiates Jim Williamson, left, and H. K. Udell.

Ample time was allowed the salesmen attending the meeting for golfing and the renewing of old friendships. Sparking most of the off-hours' entertainment were Leroy J. Evans, manager of the company's New York branch, and W. L. Jett, veteran Los Angeles salesman, either singly or as a pair. At the right, Evans is providing the accompaniment for a little barbershop harmony. Below, Jett, attired in the latest in California golfing togs, gallantly holds an umbrella to shade Evans as he lines up a putt. Caddy is H. K. Udell.

Bathing Isn't Exactly New

-but it hasn't always been in style

SINCE ANCIENT TIMES, the idea of bathing has charmed the human race, except during the Middle Ages when the art of bathing was all washed up, and going without a bath was the vogue. This era has been called "the thousand years without a bath," according to the Plumbing and Heating Industries Bureau.

Plumbing is one of the oldest of crafts. Excavations made by the University of Chicago in Iraq have unearthed baths that were used by Babylonian kings 5,600 years ago.

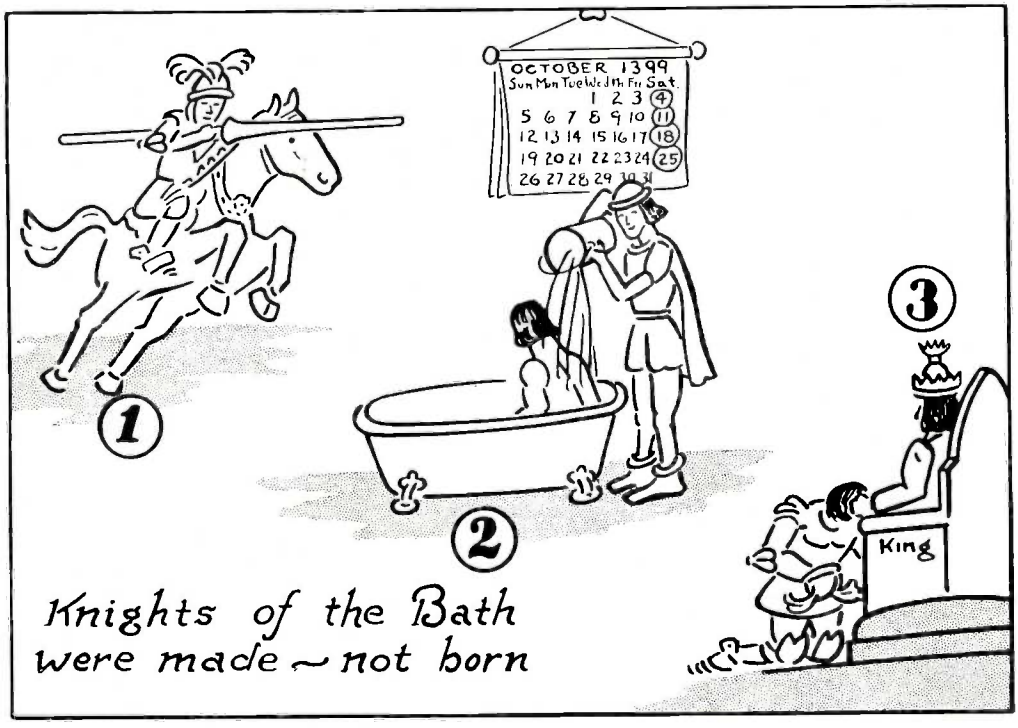
The "grandeur that was Rome" was partly the gigantic public baths and social life that centered around them. The Roman bath was a rather elaborate affair and included a sweat first, followed by a scrape with a special perspiration scraping tool, and finally, the wash down under a stream of water.

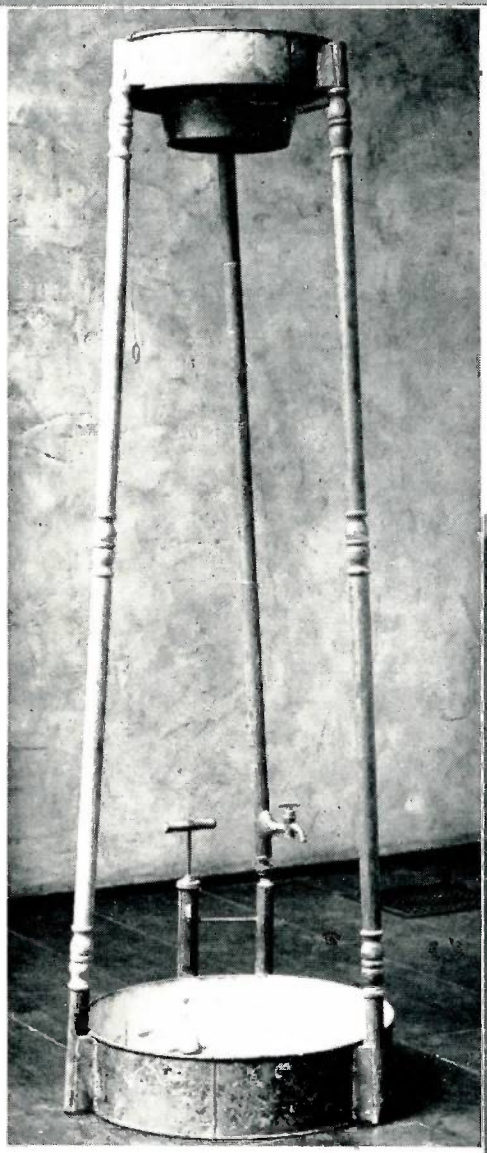
Excavations have shown that in some suburbs of Rome, every villa had running water. Some of the old Roman water pipes are in an excellent state of preservation and are still being used.

It was the Crusaders who brought the bathtub back to civilization. They saw how refreshed their enemies were after bathing in obedience to the commands of Mahomet, and they also began refreshing themselves. The idea was not generally accepted in England—too radical, the Bureau says.

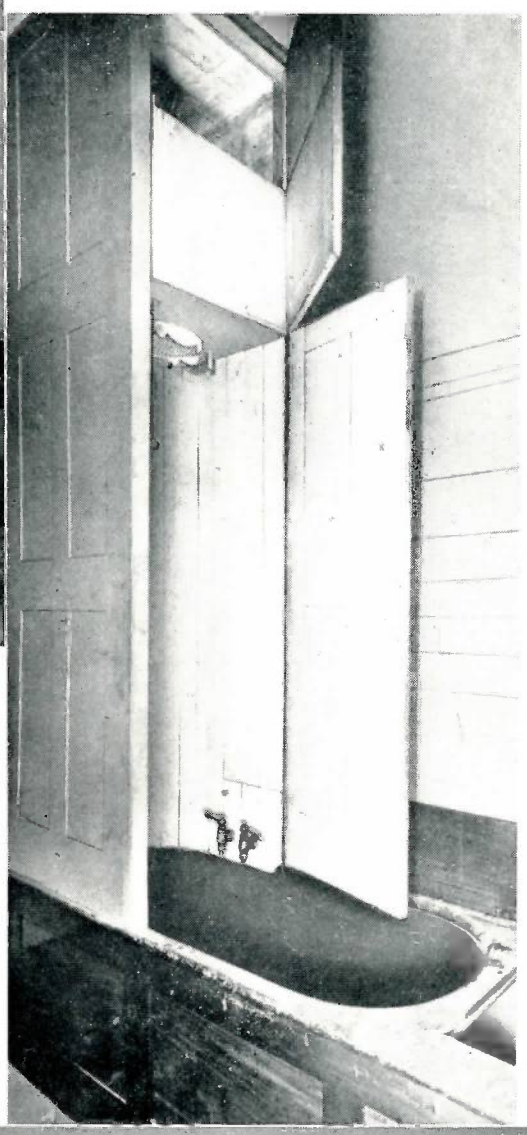
Cleanliness, however, seems essential to progress. In 1399 Henry IV of England instituted the Knights of the Bath. The ritual required each noble to scrub himself thoroughly before he was made a knight. The public began to follow suit by washing up and started civilization on the road to the Renaissance period that produced some of the best art and literature in history.

In the fifteenth century Englishmen began to dunk themselves in wooden tubs and

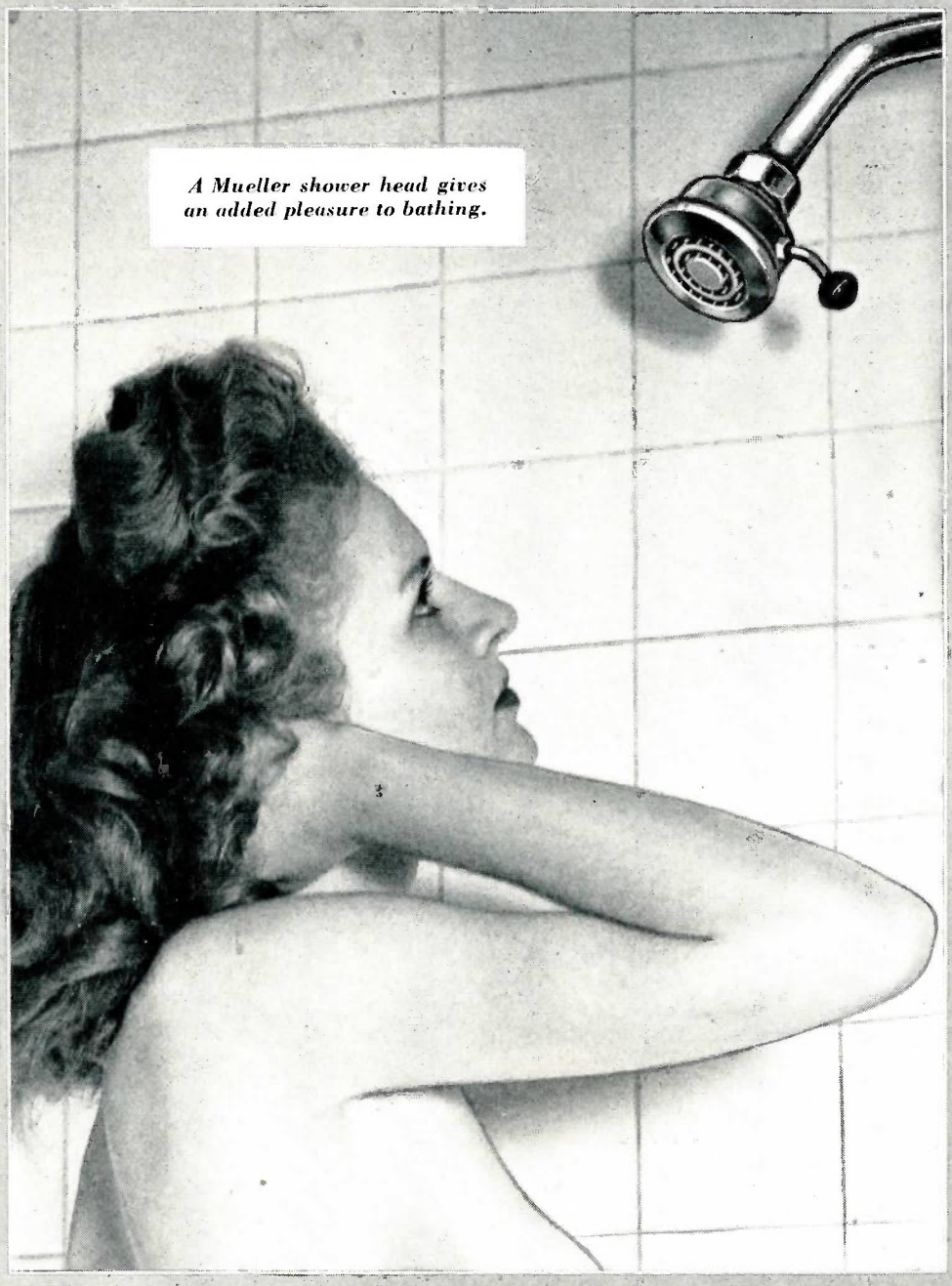




Typical of the crude shower baths of a century ago is this portable pumper model. A hand pump was used to force water to a tank at the top, and a tug on a wire allowed the water to pour through a perforated subtank. A quick shower required real agility on the part of the bather.

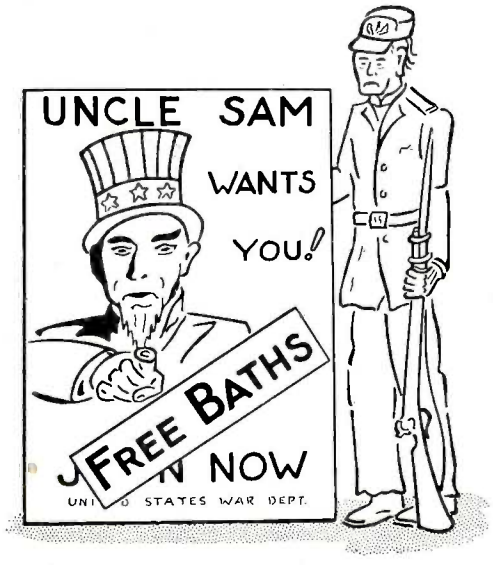


The Josiah Quincy bath was the forerunner of the modern shower stall. It provided a maximum amount of privacy with a minimum of comfort. The tub was incased in a paneled box, and the shower stall, also of wood, was permanently fitted to the tub box.


A Mueller shower head gives an added pleasure to bathing.

casks, and there soon sprang into popularity social bath picnics sponsored by merry gentlemen and ladies of the era.

By the latter seventeenth and eighteenth century, the idea of bathing was common in Europe, but the kind of bath depended upon the taste of the individual. For instance, the French had a receptacle that provided both for a place to heat the water and a place for the bather to sit. This was the slipper bath, a tub which greatly resembled an old shoe. The last word in luxury then, it had wheels for moving from room to room. Benjamin Franklin fell for one of these slipper shaped baths, and brought one home from France with him. He sat for hours in it, catching up on his reading. There was a spigot drain in the toe and a place to heat the water in the heel.



About this time, there also were sofa baths, in which one could recline while bathing, sea bathtubs, which were fashioned like a couple of waves, and Dutch oven effects. There was also the old wooden tub of Colonial days.

It wasn't until the later part of the nineteenth century that running water was common in homes in the United States. The ablutions of the bath were performed often in the kitchen in a washtub with water heated in a tea kettle or boiler. Saturday night became known as "bath night" as the entire family scrubbed itself to be ready for church the next morning.

Shower baths in America date back to Civil War days. A Union commander by the name of Muldoon is reported to have started the custom of the shower bath. At the same time he recruited many men for the northern army. His promise of a bath at the end of a long day of hard fighting was fulfilled by perforating the bottom of a bucket with holes. The bucket was hung in a tree, and while one soldier poured water through it, the others stepped under it for their bath.

Progress followed rapidly from this period and as running water became a common city convenience showers called "rain baths" were introduced. The cabinets were heavy copper walled affairs with soldered seams and were difficult to install because they came shipped in one piece.

Bathtubs, meantime, were manufactured from iron or steel and were enameled on the inside. Later they were incased with wood. Along with this style of bath tub went the lavoratories with marble tops, some with an unsightly collection of pipes in plain view, others enclosed in wooden cabinets.

The modern bathtubs like automobiles have become lower and more streamlined in the past few years. In fact, bathtubs have literally "lost their legs," for the massive high tub perched on claw-like legs has become a relic. The modern tub is built low for safety, only 12 to 14 inches high, and is set firmly on the floor, so that there is no hard to clean space underneath.

During the first part of the twentieth century, showers were only popular with men. Women objected to showers because of the fear of getting their hair wet. This objection was, indeed, valid, for in many of the earlier installations the shower head was placed too high and was usually the old, giant-size type, which required a throttle valve to regulate the amount of the shower stream.

The modern shower, equipped with a Mueller Merit Line shower head, permits the bather to select an invigorating needle stream, a soft patter for relaxation, or a washing stream for rinsing—all at the touch of a fingertip.

The Plumbing and Heating Industries Bureau says that the modern shower cabinet in the present age is considered one of the necessities and not a luxury of modern living. From early childhood to old age, the Bureau says, the habit of the daily bath is encouraged by the convenience of a shower.

Homer Trusner, fireman in the boiler room of the Mueller Co.'s main Decatur plant, is shown with his registered Cotswold ram, "Hot Shot," a consistent prize winner and grand champion of the Illinois State Fair this year.

The Dirt Farming Fireman

BONA FIDE DIRT FARMERS usually have reason to look down their noses at others who combine jobs in the city with their farm duties, but if they cast a downward glance when Homer Trusner is around, it's only to admire one of his flock of prize-winning sheep.

Trusner, a fireman in the boiler room of the Mueller Co.'s main Decatur plant and an employee of the company for the past ten years, rents a 140-acre farm from the Mueller Land Improvement Trust, sixty acres of which are tillable and the remainder pasture land. This percentage of grazing land, he believes, is ideal for raising sheep, and his flock now numbers thirty head.

During the past two years, he has exhibited at seven fairs, including the 1947 Illinois and Indiana state fairs, and his sheep have captured six grand championships, thirty-five firsts, twenty-nine seconds, and twenty-two thirds.

Trusner was raised on a farm, and he likes farm life. The self-sufficiency of farm life, he feels, is one of its greatest advantages. Right now it's a hedge against inflationary prices, for the farm provides his family with meat, poultry, vegetables, eggs, milk and dairy products.

However, the farm on which he is now located is not yet completely paying its way, Trusner admits, but with any kind of a corn crop this year, he believes he will be over the hump. Trusner moved to his present farm in the spring of 1946, and farming, he points out, is like any other business in that it takes time to build it up to the point that the return finally starts exceeding expenditures.

Trusner's present flock of sheep has been built up within the past few years. He began his part-time farming and sheep raising in 1940 on an 80-acre farm, and by 1943 he had twenty-five head of sheep. After the war had broken out and Trusner was working six days a week at the Mueller Co. plant, then engaged in the manufacture of munitions, he moved to a smaller, 65-acre farm. His entire flock of sheep was lost in a barn fire in 1943, which also destroyed thirty-five hogs, nine milk cows and a horse. Then, after recovering from this reverse, he started over in January, 1945, with four head of sheep, including two bred ewes and two ewe lambs. "Hot Shot," grand champion of the Illinois State Fair this year, was one of the lambs from these ewes.

Trusner said he selected Cotswolds because the breed produces a heavy animal and shears a good, heavy fleece. "I don't say the Cotswold is the best breed, for I don't think it is," Trusner said. "But it's a good breed, and in the long run it doesn't cost any more to feed good stock. And if a registered animal turns out well, then you've got something."

Wool from each shearing averages eighteen to twenty pounds an animal, Trusner said, and his sheep average between 200 and 250 pounds. The heaviest shearing has been twenty-five pounds, and the lightest fifteen pounds.

Trusner also has had considerable experience raising hogs, and a Berkshire boar, shown in eleven fairs, won nine first prizes and then went on to win eight grand championships at the Illinois and Indiana state fairs. The boar also sired another boar, "The Bomber," which became one of the best known boars of the Berkshire breed.

Holding down two full-time jobs requires a careful allotment of time, Trusner has found, and at best it requires long hours. He usually tries to plant his crops during his vacation from the plant, and now that his husky, fourteen-year-old son, Robert Joe, can handle a tractor the farm work isn't so much of a burden.

These awards, most of which came from the Illinois and Indiana state fairs, attest to Trusner's ability as a farmer and stockman. They constitute only part of the prizes awarded to his sheep and swine.

Off the . . Record . .

She was all that a bride should be . . . sweet . . . demure . . . blushing . . . she walked with grace down the aisle of the crowded church on the arm of her father . . . a picture of exquisite beauty . . . the personification of perfection . . . charming and alluring . . . As she approached the altar her dainty foot brushed against a vase of flowers, upsetting it . . . The church was stilled as the notes of the wedding march died down, and the bride raised her child-like baby blue eyes to the sedate face of the minister . . . then in a clear, bell-like tone that reached every corner of the crowded edifice distinctly . . . she said . . . "That's a helluva place to put a lily!" . . .

An inmate of the asylum approached the painter hard at work on the ceiling. "Hey, mister, got a good hold on that brush?"

"I think so, why?"

"Well, hang on tight. I'm gonna move this ladder."

The judge had just awarded a divorce to a wife who had charged non-support.

"And," he said to the husband, "I have decided to give your wife $50 a month."

"That's fine, judge," the man replied, "and once in a while I'll try to slip her a few bucks myself."

Three slightly deaf tourists were driving into a Texas town.

"Is this Wimberly?" asked one.

"Nope, it's Thursday," said the second.

"Me, too," said the third. "Let's stop and have one."

Two sailors, castaways on a lonely isle, were sitting on the beach one fine morning when before their amazed view appeared a beautiful girl, doing a strip tease. It was too much for the younger; he fainted. The older remained cool, calm and collected.

Salesman: "I represent the ABC Wool Company, lady. Would you be interested in some colorful yarns"

Housewife: "Yeah. Tell me a couple."

"So you deceived your husband," said the judge gravely.

"On the contrary, your honor, he deceived me. He said he was going out of town and he didn't go."

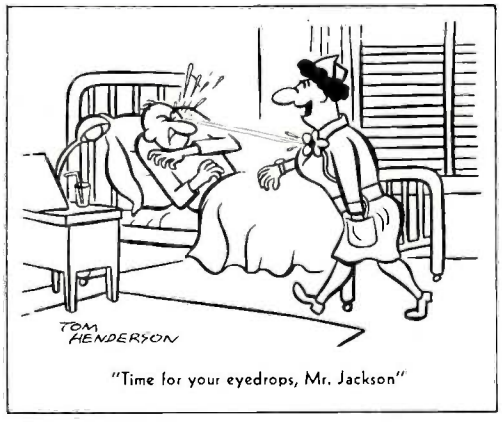
Gal's lament: "You never used to read in bed before we were married, Henry."

Mabel—"I wonder what men talk about when they're alone?"

Minnie—"Probably the same things we do."

Mabel—"Oh, aren't they awful?"

An engineer had lost his wallet. A few days later he received this letter: "Sir: I foun yor mony. Remorz is nawing me, so ahm sendin sum of it bak. When it naws me agin, I will sen sum more."



"Time for your eyedrops, Mr. Jackson"

"Turtle huh? Hardshell or softshell?"

A big-time gambler's funeral was well attended by his "professional associates."

"He is not dead," said the preacher. "He's just sleeping."

A voice in the front row muttered: "I've got a hundred that says he's dead."

Mrs. Bradley was down in the laundry when she heard the back door open. Thinking it her young son home from school she called, "I'm down here, dearest."

A moment of silence. Then a deep voice boomed, "I'm not your regular iceman, ma'am."

Two hermits had saved some money and decided to have some fun. So they got on a train. After a while the fruit vendor passed through and persuaded them to buy some bananas.

The bolder one peeled a banana and ate it just as the train entered a tunnel. Excitedly he exclaimed, "Hiram, you et that banana yit?"

"Nope," was the reply.

"Well, don't do it," declared the first, "I et mine and durned if I ain't stone blind!"

"That girl frankly admits she is looking for a husband."

"So am I."

"Why, I thought you had one!"

"So I have, and I spend most of my time looking for him."

Jeanie: "Why did you quit teaching school to join the chorus?"

Queenie: "Well, I think there's more money in showing figures to the older boys."

Driver (from Brooklyn): "What did youse do last summer?"

Helper: "I worked in Des Moines."

Driver: "Coal or iron?"

Newsboy: "Extra! Extra! Read all about it. Two men swindled."

Passerby: "I'll take one . . . Say, there isn't anything in here about two men being swindled."

Newsboy: "Extra! Extra! Three men swindled."

Three old men were discussing the ideal way of dying. The first, aged 75, said he'd like to crash in a car going 80 m.p.h. The second, 85, said he'd take his finish in a 400 m.p.h. plane. "I've got a better idea," said the third, aged 95: "I'd like to be shot by a jealous husband."

Mother (to young son): "Whose little boy are you?"

Son (disgustedly): "Gosh! don't tell me you don't know."

Father criticized the sermon, mother disliked the blunders of the organist, and the eldest daughter thought the choir's singing atrocious.

The subject had to be dropped when the small boy of the family, with the school boy's love of fair play, chipped in with the remark, "Dad, I think it was a darn good show for a penny."

"Stand behind your lover, false woman," thundered the infuriated Scotsman, "I'm going to shoot you both."

"While he keeps me waiting would you care to dance?"

"These light homes they throw up aren't like the old homes, Ralph—you shouldn't have chained Rover to it!"

RAILROAD WITH A HEART

(Continued from Page 7)

read that we were to meet a freight train pulled by locomotive No. 2910 on a siding.

"The firemen now spent some time getting his fire-bed in order for the run. The coal was brought from the tender to just beneath the firedoor with a stoker, then blown into the firebox by steam. There are five valves to control the spreading of the coal over the firebox, and these are adjusted so as to get an even spread of coal over the entire firebox.

"We crossed Lake Decatur at about sixty miles an hour. C. C. Loyd, the engineer, opened the throttle a little for more speed and the slight grade to Cerro Gordo. I recalled that I was to watch for my sister there, since I had written her I was coming through on this train. Sis was standing on the front porch of her house, and I waved to her as we passed. I had been through Cerro Gordo many times by automobile, but this was the first time I had ever passed through at seventy miles an hour.

"As I watched the track ahead of the train near Milmine, I saw the place where they were repairing the track, and as Mr. Loyd applied the brakes, I watched our speed to see how closely he obeyed orders. We went through the repair zone at exactly twenty-five miles an hour.

"We just had gotten our speed back when we reached Bement, and the flagman rushed out to stop us. (Bement is a flag stop for No. 4.) The stop was made there to pick up passengers.

"As we left Bement, it appeared that Mr. Loyd had decided to do something about us being behind schedule. He pulled the throttle back quite a piece, and we picked up speed pretty fast. Shortly after, I felt a tap on my shoulder as Mr. Staats motioned for me to look at the speed indicator. We were traveling at seventy-eight miles an hour, the maximum permitted by the Wabash.

"We were still traveling right along, when I heard the fireman call out that something was 'in the hole.' I looked down the track and found that the freight pulled by 2910 was on a siding. (This was the train to which the train order we r e c e i v e d at Decatur referred, and the engine was the same series as the models I had built.)

"Our next stop was at Tolono, where we exchanged a lot of mail and express. After the mail was all loaded, Conductor Elmer Rose gave us a highball, and we pulled up about seven coach lengths, so that an invalid might alight near a waiting station wagon.

"The next stop was Tilton, where we took on coal and the locomotive was greased. Mr. Staats said about nine tons of coal were required to fill the tender, since the locomotive had traveled 197 miles since the last coaling.

"Another short run, and we were at the Danville station. This was as far east as Mr. Staats and I were going. I looked at my watch, and it was exactly 1:45 o'clock. We had arrived at Danville on time.

"While we were strolling back toward the depot, I recalled the only time I had been in Danville. It was on Saturday, June 10, 1922. Miss Violet Trenary and I had driven over from near Hammond, Illinois, to Danville and were secretly married."

Between trains at Danville, Moats and Staats stopped at a restaurant frequented by railroaders and Staats had milk and a piece of pie. Moats had only a soft drink, for he was too excited over the trip to be hungry.

Continuing, Moats said, "Train No. 1, pulled by engine 663, arrived in Danville at 2:10 o'clock, and we were soon on our way for the last half of the trip.

"Train No. 1 stops at every station from Danville to Sadorus, and just after leaving one of the stations in between these two, Mr. Staats asked me to blow the whistle for the crossings until we reached the next station." (Moats surprised the engine crew by correctly sounding the crossing signals without being prompted—two long blasts, a short and a long, the latter being sounded up to and over the crossing.

"We went through Bement without stopping, and as we passed through Cerro Gordo my sister was out on the porch again watching for us to return. We soon crossed the lake, went through the switch yards, and there was the depot, and my trip was over."

Did Moats enjoy the trip? Well, he's now looking forward to the day when he can ride the cab of a Series 2900 freight engine.

SALES MEETING (Continued from Page 14)

Eight of the Mueller Co. salesmen were attending their first sales meeting. They included Clifford W. Auer, W. L. (Bill) Draper, Stanley B. Johnson, Amos D. (Del) Parks, J. Kenneth Potts, H. K. Udell, James E. Williamson and R. G. Medick.

W. L. Draper

Auer, who has his headquarters at Milwaukee, has a territory embracing Wisconsin and upper Michigan, the territory formerly covered by George Sullivan, a veteran retired salesman. Auer worked in the Mueller Co.'s Decatur plant during school vacations, having attended Millikin University here. An Army Air Force pilot during the war, he returned to the company upon his discharge, and was assigned his territory in April, 1945.

C. W. Auer

Bill Draper, son of Carl Draper, who is in charge of the customers' claim department at the main office, also was a former serviceman, having spent four and one-half years with the Army Corps of Engineers in Alaska and Europe. Bill's territory includes Alabama, formerly covered by Billy Ford, Mississippi, and part of Louisiana. He headquarters in Birmingham.

A. D. Parks

Del Parks, who also started working for the Mueller Co. during his Decatur school days, has the North and South Carolina territory, with headquarters in Charlotte, N. C. After graduating from high school, he worked as a machine operator, and then served in the U. S. Army Air Corps for four and one-half years. Returning to Mueller Co., he worked as a machine operator while taking courses in business administration and salesmanship at Millikin University.

H. K. Udell

H. K. Udell, whose territory includes the northern third of California, came with the Mueller Co. in October, 1940. He was formerly manager of one of the local branches of a chain grocery at Los Angeles. He started in the shipping department, and during the war he transferred to the machine shop as a turret lathe operator. He later transferred to the sales desk of the main office at Los Angeles. He started as a salesman February 2, 1947, and works out of the company's San Francisco office.

R. G. Medick

Dick Medick, the youngest member of the sales force, was raised and schooled at Cambridge, Ohio, and was graduated from Muskingum College. His early background was in the plumbing business,and in a remarkably short time he has had

James E. Williamson

intensive experience in the marketing field, both wholesale and retail. He lives in Columbus, Ohio, and his assignment is the Ohio territory.

Jim Williamson joined the Mueller Co. in September, 1946, and has the territory of Greater New York City, Long Island, and the state of Connecticut. His background includes the successful operation of a manufacturing plant and the handling of the duties of district manager of a valve and hydrant company for the New York area.

Stanley B. Johnson

Still another eastern salesman is Stanley B. Johnson, who joined the Mueller Co. in February, 1945. His assignment is the New England territory, which is made up of the states of Maine, New Hampshire, Massachusetts and Rhode Island. He lives in Boston.

J. Kenneth Potts

Ken Potts, another former serviceman, was first employed in the assembly department of the Mueller Co.'s Los Angeles plant, and was made foreman of the department in 1940, a position he held until entering the Navy in 1942. Returning to the Mueller Co. after his discharge in November, 1945, he became a salesman July 1, 1947, traveling California, south of Los Angeles, and Arizona. Potts' territory was formerly covered by C. H. (Duby) DuBois, a Mueller Co. salesman for twenty-five years. Mr. DuBois retired February 28, 1947. Potts is a native of Decatur.

Eugene P. Graeber, although not a new salesman, was attending his first sales meeting in some time. He was a junior salesman, working out of the New York branch, from 1926 to 1930, at which time he left the organization. During the ensuing years, he was employed by a large jobbing concern. He rejoined the Mueller Co. organization in 1944, and has been covering a territory comprised of parts of Pennsylvania, New Jersey, Delaware, Virginia, and Maryland, the territory formely traveled by Leroy J. Evans, present manager of the New York branch.

C. H. DuBois

KNOW YOUR MONEY

(Continued from Page 10)

who also was involved in this counterfeiting scheme. At the time Langford and Sullivan were taken into custody they were headed for a "passing" expedition throughout the state of Indiana.

After the arrest of Brennan, Langford, Sullivan and Abbott, the agents conducted a search of Langford's home, where the complete plant for the making of the $1 counterfeit notes was captured. This seizure included plates for the notes, cameras, a press, negatives by which the plates were produced, photographic material of all kinds, and a large quantity of the counterfeit $1 silver certificates.

Another defendant in the case, a resident of Marion, Illinois, was taken into custody for the passing of notes which he had received from Langford, and all were subsequently convicted in federal court for making and passing the counterfeits. Some received penitentiary sentences, and several received probated sentences. Prior to their arrest and the capture of their plant, they had made and passed several thousands of dollars worth of the counterfeits.

Since counterfeiting is on the increase after a war-time low, due in part, at least, to the scarcity of materials, the Secret Service is emphasizing its combined plea and warning to John Q. to "know your money."

PUZZLE:

Station Scene, 1957. Find the man who is getting a steady income from U. S. Savings Bonds. He was smart enough to start buying, back in 1947.

Of all the ways of saving up a tidy sum of money, one of the *easiest* and *safest* ways is to invest your money in U. S. Bonds.

You can buy Bonds through the Payroll Savings Plan where you work. Millions of Americans are taking home this "money-that-grows" every payday.

U. S. Savings Bonds pay you $4 for every $3 you save, by the time your Bonds mature. Choose the sum you can afford — and start saving today!

Save the easy, automatic way — with U.S. Savings Bonds

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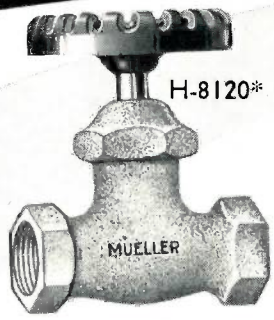
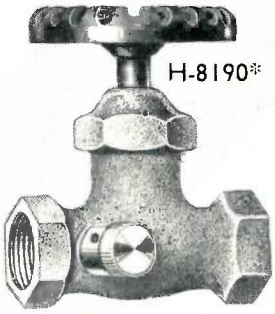
THEY'RE BACK AGAIN!





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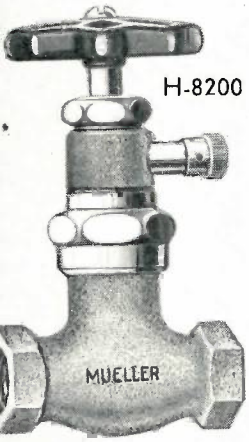
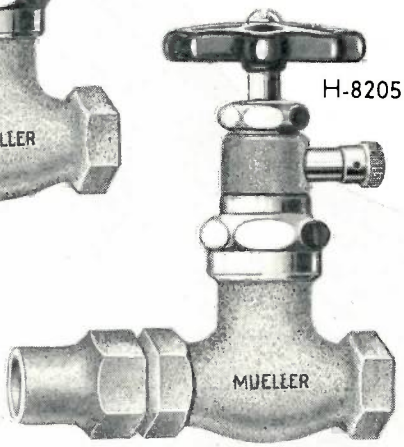
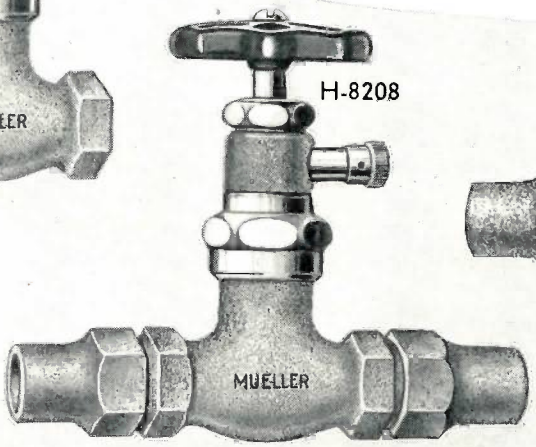
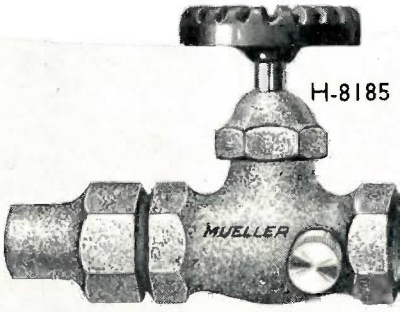
LINE COMPRESSION STOPS and STOPS AND DRAINS

Choose the styles you need—we can deliver right out of stock and each and every one will be made from the same high quality Mueller Red Brass—the same accurate coring and machining—the same careful inspection and testing that has always assured the traditional quality of Mueller Compression Stops. Greatly enlarged production facilities now enable us to furnish them in even larger quantities than ever before, and with our prompt delivery, there is no need to compromise on anything but the best. Order an adequate supply today from your jobber.









*Also available in angle style.
Stop is H-8130.
Stop and Drain is H-8180.

MUELLER CO.

MAIN OFFICE AND FACTORY.....DECATUR, ILLINOIS
OTHER FACTORIES: *Los Angeles, Cal.; Chattanooga, Tenn.; Sarnia, Ont. Canada*

MUELLER
METER CONNECTIONS

Protect THE METER!

FOR EXAMPLE THE H-11295

Has end inlet with Lock-Wing Stop — Top Outlet

MUELLER Meter Connections are made with solid bar construction which has proven to be the most effective design to protect the meter from stresses and strains. They are made in many different types to meet the requirements for different piping arrangements and have either regular union outlets or the MUELLER patented bevel connector fitting that eliminates the union joint.

By using MUELLER Meter Connections, the setting may be quickly and accurately made with a minimum number of joints and fittings. The gas way through the built-in stops is large and ample to assure a full supply of gas to the meter. Each MUELLER Meter Connection is thoroughly inspected and tested with air while submerged in oil, thus assuring a non-leaking connection. Write us concerning your requirements.

DEPENDABLE SINCE 1857 FULLY WARRANTED OUR 90th YEAR

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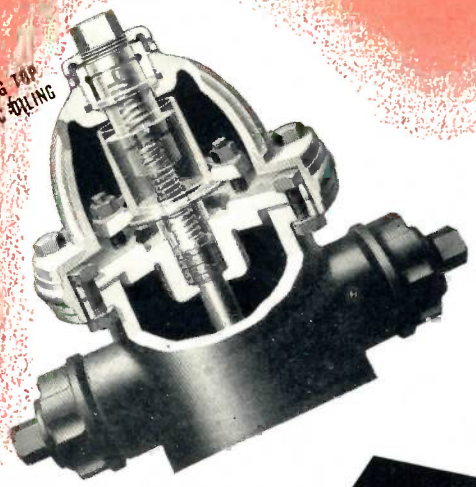
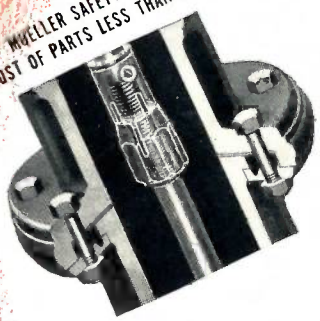
MUELLER IMPROVED
FIRE HYDRANT



MUELLER SELF-OILING TOP
ELIMINATES PERIODIC OILING

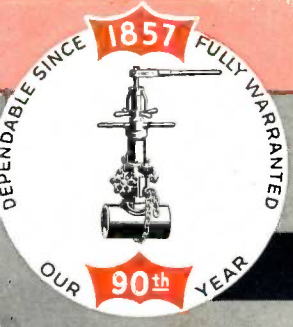
MUELLER SAFETY FLANGE
COST OF PARTS LESS THAN $8.00



MUELLER

Means Most!
since 1857

A hydrant in the community is a symbol of protection much in the same way the MUELLER trademark imprinted on that hydrant stands for protected quality. Every item bearing this trademark has been thoroughly engineered from actual field experience, designed for the needs of operating conditions and precision-built to insure superior "on the job" performance. When you specify MUELLER, the product is backed by 90 years experience and a full warranty!



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