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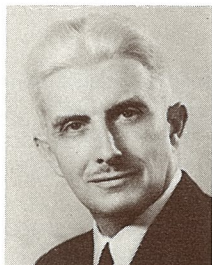
No. 3

TOUGHENING UP THE CONSERVATIVE STANCE

FREDERICK KRAISSL, JR., Ph.D., P.E.
Chairman

The Kraissl Company, Inc.

The give-away proponents must be curbed. We have got to stop inflation or our savings will continue to lose much of their current purchasing capacity. The only president who has had the courage to see this problem and act on it is President Ronald Reagan.



CONSULTING
ENGINEER
KRAISSL ASSOCIATES

The new Federalism is merely doing what the sun belt states have been talking about prior to, during, and since the war between the States, and that is returning to the states their prerogatives. If one can uncourageously dump in someone else's lap tough problems, it certainly minimizes their responsibility but does not solve the problem, as the more remote the agency is from the source of the problem, the greater will be the lack of understanding of how to deal with it. It is credited to Thomas Jefferson to have stated that "the best government is the least government". The present administration is trying to do just this, but its critics, the hangers-on, and those benefiting from super-bureaucracy, do not wish to have their honey pots diminish and so oppose it by every wile that can be imagined. By transferring problems that belong to the states back to the states, with suitable bloc grants where necessary on an interim basis, the problem is placed where it can be dealt with on a grass roots basis with a possibility of solution. Even lesser animals that are endowed with the capacity to survive in the wilderness can become accustomed to subsisting on hand-outs, and lose their capability to meet their daily requirements. This is not a desirable

form of civilization, and we must encourage a program of self reliance.

It is mandatory that we have a program of survival. This can only come through a concerted belief and applied effort of peace through strength, as it has been proven through past wars in which we have been involved that weakness does not preclude war. It only encourages aggressors to attack because the victim is considered too weak to resist. The present administration is attempting to turn around the situation brought about by the unrealistic thinking of previous administrations.

Getting groups of individuals to take responsibility for their survival is not easy, especially when they have been used to government hand-outs. It can only be done on a state level where local organizations can determine the problems and meet them on a head on basis.

Crime must be met also on a state level. It is reported that Delaware had no major crime problem as long as it had the whipping post. No criminal would enjoy being flogged, and the risk of being apprehended and convicted was too great to be chanced. It is even better than execution because the criminal stays alive to be punished where examples are visible, rather than being executed with subsequent relief from worldly matters. Again there must be reliance upon self-reliance. Anti-gun laws must be repealed and armed defense of human lives and personal property be encouraged. The police and reputable citizens must work together toward this end, but laws precluding this must be repealed. Criminals do not require permits to carry and use guns as has been proven in cities having the most severe gun laws, since criminals do not care which laws they break. Reputable citizens should not be required to have permits to own and use the tools for self defense. A criminal would think twice about attacking an armed proposed victim, whereas there is no deterrent to attacking a defenseless victim.

There will always be predators and these will increase as survival will produce an alternative to those who are unwilling to engage in self reliant hard work. The predatory options open to the criminal must be minimized and everything possible done to encourage self reliance and capability on the part of reputable citizens.

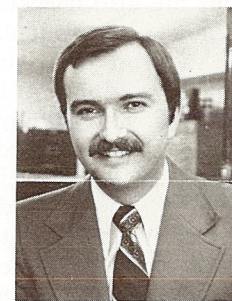
Once we cross the bridge that self reliance on a national, state and individual level is the goal to be achieved the sooner we will return our Republic to an effective example of the triumph of freedom and liberty.

IMPROVING QUALITY CONTROL

RICHARD C. MICHEL, M.S.

EXECUTIVE VICE PRESIDENT

The Kraissl Company has spent over 56 years developing and producing high quality products at competitive prices. The specific "quality" of any



product is often difficult to define because the selection of appropriate engineering standards for evaluation of the product can be somewhat subjective. Take our duplex 3-way transfer valves,

for example.: Because our valve products are in fact proprietary, we have sometimes had to create our own internal quality standards to cover our own special designs, since there are no external engineering or standardization society specifications which are directly applicable. Of course, ASME, A.P.I., A.S.T.M., and other standards are used as guides for the design involved.

Regardless of which quality aspect is under scrutiny, it is our contention that people are the key to controlling product acceptability. People from the engineering staffs of both our organization and our customer must

first choose acceptance criteria, or create new ones, and judge whether or not they are applicable before the product is even manufactured. Further, our production people must then see to it that the predetermined standards are enforced, using their best judgement with respect to compliance. Our point is simply this: It is the technical **judgment** of each person in the quality control and assurance chain that ultimately results in successfully manufacturing an acceptable unit. The documented specifications are naturally important as guidelines to their users, but are no substitute for a positive attitude and common sense on the part of all people concerned.

So how do we "build-in" an aggressive, intentional program to achieve our goal? We must check, and double check, and triple check each others' work, because we are all involved. Our customers are undoubtedly aware of the standard Kraissl Company "test tag" which is attached to each of our duplex valves and strainers at time of shipment. This quality checklist is nothing new, having been in use for over 10 years, and we believe it to be the only quality control procedure of its kind for these types of products currently available from any source. Some people may not be aware, however, of the program that stands behind each one. After assembly, each unit is thoroughly washed, performance tested under appropriate hydrostatic pressure, and checked for valve plug seepage rates. All sales dimensions are also checked to insure that they are within production tolerances. If the unit does not comply with any of these criteria, it is rejected and reworked accordingly. However, the basic test stand inspection is only the first step. The unit is subsequently drained of the test fluid, taking with it any foreign particulate matter not originally removed. After successful testing, the unit is then washed a third time in a special phosphate chemical wash at 120 to 150°F which insures adhesion of the external paint coating, and helps to inhibit rust as well. The unit is finally coated internally with another rust preventative oil, and the port sealed with plastic port protectors. Our hats are off to one of our long-valued customers, the William W. Nugent Co., for their assistance in specifying this procedure. Of equal significance is the opportunity to **double check** all the quality criteria at the same time by the assembly supervisor. As shown in the photograph, it is this second look that guarantees success. What's more, all units are triple checked by the shipping

department prior to boxing, and even quadruple checked on a spot basis by the management.

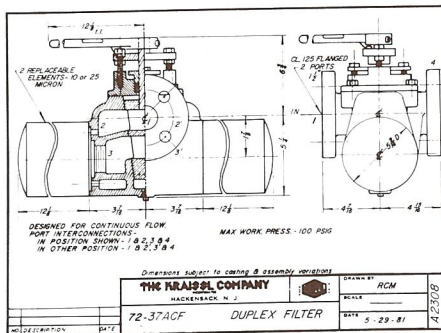
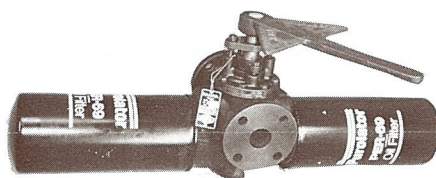
In conclusion, it is safe to say that the Kraissl Company is actively continuing its historical commitment to satisfying all aspects of our customer's needs. "KRAISSL" and "QUALITY" continue to have a great deal in common.



Andy Yannotti, our shop foreman, is assisted by Chief Assembler Winston Philips in examining the many quality aspects of one of our valves after it has been washed in our newly heated phosphate chemical tank.

NEW CLASS 72 - 37 ACF VALVE FILTER ASSEMBLY

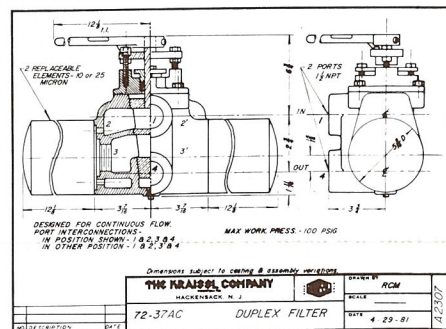
U.S. Patent No. 3,567,181



In our January issue we gave a preliminary presentation of our design plan for a combination valve and filter assembly that would make use of a Kraissl Class 72 Series Flanged Valve

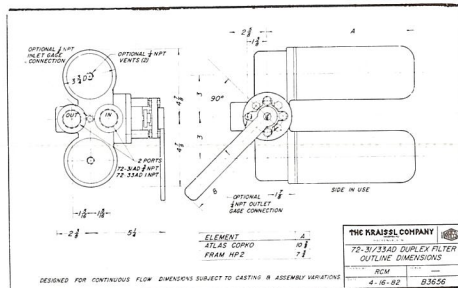
with provision for assembling a pair of commercial filter units, similar to the type of oil filters that are authorized by service stations to install on our automobiles at periodic intervals after oil changes, only much larger.

We now show these as complete units with canisters but not limited to it as long as the alternate is interchangeable. It will be also noted that these are available with threaded connections as shown in the second drawing.



We also show in the third drawing a unit that accommodates vertical canisters of the two models identified but will do the same with interchangeable canisters.

We have carefully refrained from stipulating the number of hours service, as this may be changed by the

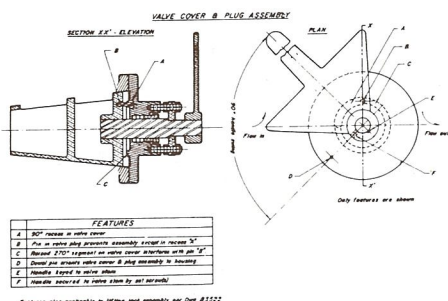


manufacturers of the filter canisters and will be a function of the amount of extraneous matter that must be removed. We will take no responsibility for the degree of filtration supplied, leaving this entirely to the filter manufacturers permitting the canisters to be employed by the procedure recommended by the manufacturer who has been supplying them as single units. Our contribution is that we are making available a means for duplexing them.

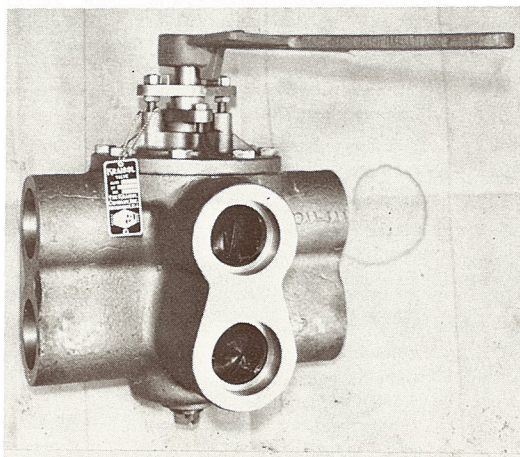
This should supply a convenient duplex assembly, so the one in service is functioning while the alternate is being replaced. Hopefully, this will be done when the period of recommended service has been reached so there will always be a fresh unit ready to function if urgently needed.

It will be noted that we are offering an assembly with 1½" ports. This is considered an intermediate size that may meet a large number of requirements but we can foresee that other sizes will be needed. We expect to work closely with the canister manufacturers to develop some guide lines for service intervals. Obviously, a very dirty liquid will impose a shorter life in service than one that is relatively clean. These first assemblies will be offered for oil but again, we will be guided by the canister manufacturers. The fact that we wish to emphasize is that, as always, we will be working for our customers to satisfy your needs. Your comments and suggestions are vital considerations and are earnestly solicited. Our motivation is to supply a less expensive means of obtaining a satisfactory oil supply for applicable services.

In this connection, we again draw attention to the reason for U. S. Patent No. 3,567,181. We were told that a competitive valve was inspected or serviced, put together wrong and instead of supplying oil to where lubrication was mandatory, it shut this off, ruining a very expensive compressor. The admonition was emphatic "Make this impossible with your valves." We believe we have done this as shown in our Drawing B-3607. This protection is supplied on all of our Class 72 Series Duplex line where this hazard applies and was considered satisfactory by the former unfortunate user of the competitive valve. We believe that if misassembly can happen once, it can happen again and this protection is a very important feature of our valves whether used separately or as an integral part of an assembly.



STEEL VALVES WITH SOCKET WELD PORTS

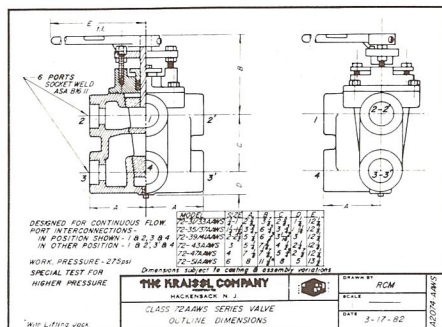


Enough of our customers prefer welded lines to make available a fairly extensive number of valves designed for socket welding.

Not all sizes are available for immediate production as pattern costs are very high and nothing is gained by having valves priced so high that they cannot be used, as it must be clear that costs for special units must be amortised over a reasonable number.

Even when patterns are available, we would prefer orders for not less than five so the set up and machining charges can be spread over a reasonable number to keep the costs down.

The attached drawing A-2074 AAWS shows sizes ¾ thru 6" that have already been designed. This should cover most needed sizes, but if you use any, we would appreciate as much lead time as possible, since special orders must be sent to the foundries as well as provision for machining and testing.



THE EXPERIMENTS WITH THE DIESEL POWERED AUTOMOBILE ARE CONTINUING.



CAR ON WHICH DIESEL FILTER IS BEING TESTED

The principle of our fine mesh screen plus the rat trap sump to hold materials separated are being tested to a maximum.

The one thing that could not be anticipated was continuing colds. This area has been subjected to a bad winter which some commentators might call a masterpiece of understatement. One simply does not do well when ill and tests had to be postponed.

Some observations seem opportune. Too fine a mesh in the barrier insert provides resistance to flow. The hose supplying the fuel appears on the small side and any further increase in flow resistance tends to reduce the amount of fuel available for quick demand, caused by rapid acceleration.

We have therefore reverted to the mesh that was found satisfactory on boats using gasoline, as a starting point. If we find any inadequacy in fuel supply, we will gradually increase the fineness of the mesh until we no longer have a fuel quality problem. Usually, over the warm weather period, the problem is minimized but we have the satisfaction of knowing that with nothing but metal parts, there should be nothing to be dissolved by additives to gum up the diesel jets.

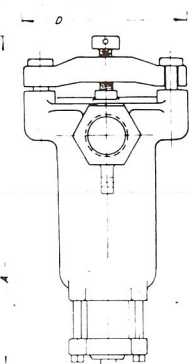
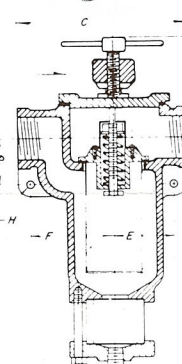
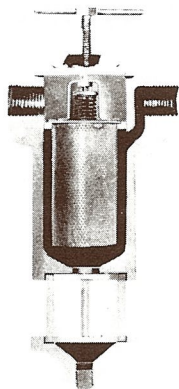
We will keep you informed of our findings as we go along.

EDITORIALS

Our editors are the senior officers of this company and our policy permits each of us to express thoughts which we believe can be contributions to the voice of public opinion in business. It must be emphasized that the thoughts expressed are those of the author and not necessarily endorsed by the rest of the Board of Directors of this company. Kraissl Associates, acting in the capacity of consultants, handle the technical aspects of our public relations program.

We want this publication to be available when you are able to invite us to exchange current ideas, information and technical data without intrusion.

CLASS 75 SINGLE SEPARATORS



All dimensions subject to casting & assembly variations.

MODEL	NPT	BASKET DIA. LGH.	A	B	C	D	E	F	G	H
75-01	1/4									
75-1	3/8	1 9/16	3	9 5/16	6 1/8	4	3 1/2	1 1/2	2	7 5/8
75-3	1/2									
75-5	3/4	1 15/16	3 15/16	12 3/8	8 3/8	5 15/16	5	2 3/8	2 15/16	1 1/2
75-7	1									
75-9	1 1/4	1 15/16	6 3/8	14 11/16	10 3/4	7	5	2 1/4	3 1/8	7 1/8
75-11	1 1/2									



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INCORPORATED

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Boston-Cooper Corp.
Manor Parkway
Salem Ind. Pkwy., Salem, N. H. 03079

Capt. C. V. Watson
Maiden Cove Lane
Cape Elizabeth, Maine 04107

Eastern Region

Filtration Unlimited
Buffalo & John Streets
Akron, N. Y. 14001
Jobe & Co., Inc.
1815 Edison Hwy.
Baltimore, Md. 21213

Daily Associates
8 E. Mt. Vernon Ave.
Haddonfield, N. J. 08033

R. C. White Co.
3065 Enterprise Blvd.
Bethel Park, Pa. 15102

Southeast Region

Power Equipment Co.
1307 West Main St.
Richmond, Va. 23201
Dillon Supply Company — Main Office
Raleigh, N. C. 27602
Dillon Supply Company
Durham, No. Carolina 27702
Dillon Supply Company
Rocky Mt., No. Carolina 27801
Dillon Supply Company
Goldsboro, No. Carolina 27530
Dillon Supply Company
Charlotte, No. Carolina 28201
Boiler Supply Company, Inc.
490 Craighead Street
Nashville, Tenn. 37204
601 Van St., N. W.
Knoxville, Tenn. 37921
Applied Engineering Co., Inc.
P. O. Box 506, Orangeburg, S. C. 29115

R. A. Litkenhaus & Assoc., Inc.
P. O. Box 16323
7825 Baymeadows Way, Suite 106E
Jacksonville, Florida 32216
Phone: (904) 737-3536
Spotswood Parker & Co.
721 Miami Cir. NE, Atlanta, Ga. 30324
Procter & Co.
Box 26158
Birmingham, Ala. 35226

North Central Region

Comb & Groves, Inc.
336 W. Eight Mile Rd.
Ferndale, Mich. 48220
Hetler Equipment Co.
P. O. Box 1904
Grand Rapids, Mich. 49501

Central Region

M. Huffman Sales Co.
3404 Upton Ave.
Toledo, Ohio 43613
W. G. Taylor Co.
1900 Euclid Bldg., Cleveland, Ohio 44115
The Jordan Engineering Co.
P. O. Box 30071
Cincinnati, Ohio 45230
T. A. Heidenreich Co., Inc.
2525 E. 54th Street
Indianapolis, Ind. 46220
Tobra Engineering Co.
5438 Milwaukee Ave.
Chicago, Illinois 60630

A. K. Howell
No. 2 Exmoor Dr.
St. Louis, Mo. 63124

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P. O. Box 23159, Harahan, La. 70183
Jack Tyler Engineering Co.
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Little Rock, Ark. 72209
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1240 S. Bannock St.
Denver, Colorado 80223

Southwest Region

Wagner Hydraulic Equip. Co.
2089 Westwood Blvd.
Los Angeles, California 90025
Engineered Sales Co.
5150 N. 16th St., Suite A-126
Phoenix, Arizona 85016

Canada—Ontario and Quebec Provinces

Kirk Equipment Ltd.
7435 Chester Ave
Montreal, Quebec, Canada H4V1M4
P. O. Box 508
Knowlton, Quebec, Canada
K. C. Hamilton Equip. Ltd. — Marine

Canada—British Columbia Province

Les Hall Filter Service Ltd.
346 E. Esplanade
North Vancouver, B. C. V7L 1A4

Canada—Alberta Province

H. F. Clarke Limited
5220-1A Street S. E.
Calgary, Alberta, Canada

Hawaii

Foster Equipment Co.
719 Ahua St.
Honolulu, Hawaii 96803

Mexico

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