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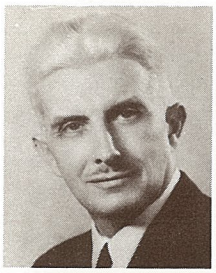
LEST WE FORGET

FREDERICK KRAISSL JR., PhD., P.E.

Chairman

The Kraissl Company, Inc.

Back in April 29. 1967, Mr. James Oviatt wrote in the Los Angeles Herald Examiner an article which I keep under the glass of my desk. The title was "The Growth and Fall of Great Civilizations."



CONSULTING ENGINEER KRAISSL ASSOCIATES

"The following was written by Professor Alexander Tyler over 200 years ago (at that time). Our 13 original colonies were still part of Great Britain and he was writing of the fall of the Athenian Republic over 2000 years earlier."

"A democracy cannot exist as a permanent form of government. It can only exist until the voters discover they can vote themselves largess from the public treasury."

From that moment on the majority always votes for candidates promising the most benefits from the public treasury, with the result that a democracy always collapses over loose fiscal policy, always followed by a dictatorship.

The average age of the world's greatest civilizations has been 200 years. These nations have progressed through this sequence.

"From bondage to spiritual faith; from spiritual faith to great courage; from courage to liberty; from liberty to abundance; from abundance to selfishness; from selfishness to complacency; from complacency to apathy; from apathy to dependency; from dependency back again into bondage."

He asked, "Is this what we see happening to us our constitutional republic because it has been gradually twisted into a democracy?"

Maybe it has not been so badly twisted that it cannot be rehabilitated if we do something about it. There are two words that we need to understand when we classify ourselves. I obtained the definitions from my Webster's New American Dictionary which I keep at hand when I am writing.

DEMOCRACY-RULE BY THE PEOPLE. This is mob rule.

REPUBLIC - A STATE IN WHICH THE SOVEREIGN POWER IS VESTED IN REPRESENTATIVES CHOSEN BY THE PEOPLE.

This is more than a matter of semantics. We are still governed by elected representatives. Let's keep it that way and constantly upgrade our representatives. Let us regard motivation as the guiding principle. Human beings will be bound to make mistakes because they are human but if we have found their motivation to be for the benefit of our country let's support our representatives from our President to our municipal mayor as long as we know this to be a fact. Let us also be sure they seek the guidance of the Almighty. We imprint our coins with "In God We Trust." Let's be sure our representatives seek this guidance and we will not stray too far from the desired course. Let's attend our church services so we will not be like the lady who stated that the attendance was so low that every time the pastor said "Dearly Beloved," she started to blush.

DO WE BELIEVE UNEMPLOYMENT FIGURES?

Let us start off by saying I do not. If one is motivated to tour around factory areas, the number of Help Wanted Signs is over-whelming. However, the number of people who do not want to work seems also overwhelming.

So what do they do? Take a job for long enough to be accepted as a team worker and then quit or get themselves fired. From then on they can attempt to draw unemployment compensation for the designated period, after which they can initiate the procedure all over again. During these intervals they must appear on employment records. Statisticians, may deny this but I cannot see how it can be otherwise. If a person is drawing unemployment compensation he or she must be an unemployment statistic, regardless of whether there is a needed job that has been vacated and for which a search must be made for a trainable replacement and if one is found an interval must be provided for an indoctrination period. During this time there will be turnovers as some applicants will be found square pegs in round holes or vice versa. During this period the teacher or indoctrinator will be absent from his or her regular job and this may involve more than one person as there may be duties that cannot be easily delegated so that a more highly trained person, further up the experience ladder may be called in. This disorganizing effect could be justified if the person being trained as a replacement were sincerely interested in the job but when it is finally apparent that a game is being played, it becomes operation antipathy. The trouble is there is no real test for sincere motivation. The only logical approach is to deny benefits from this procedure, which means, hard hearted as it sounds NO UNEMPLOYMENT COMPENSATION, for capable workers white or blue collar. This will set up such a hue and cry that political administrators will have to be courageous, indeed, to face the issue.

Please bear in mind that we are not discussing the plight of ill or otherwise temporarily incapacitated individuals. Usually, they are well identified and subject to some other dispensation. We are not a hard hearted nation. It is just that those who are taking advantage of our sympathetic attitude, who should be ferrited out and not be permitted to victimize our society. There should be no opportunity for the remark "Why should I take this job, I can get more on unemployment considering no taxes and no withholding."

So we started off by considering the creditability of unemployment statistics. They would become more creditable if we did two things. When a certain section is being evaluated for unemployment, get the major news papers from this area and count the help wanted ads. Subtract these from the so called unemployment rolls and the result will be a better evaluation of the actual unemployment situtation. If it is desired to determine the impact on employers, multiply the vacancies by two as we have shown that it takes one

to teach one. This will not take into consideration those who rely on signs in front of their places of employment, but it will be a start.

If we can free employers from the burden of carrying people who do not want to work, we will have taken a giant step toward permitting the incentive system to again operate.

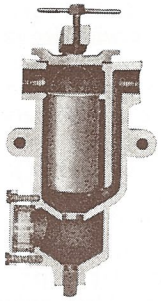
DIESEL CARS NEED FILTERS

CAR ON WHICH DIESEL FILTER IS BEING TESTED

At least that is our opinion generated from personal experience. This is not a new situation as it is a continuation of what we encountered in the power boating field. The story is worth retelling as it establishes the background of why we developed the Class 75 series and its predecessor the 72 - 70 line.

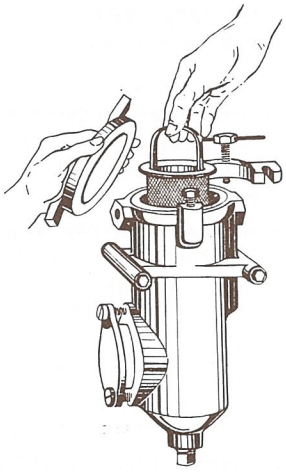
We were piloting one of our boats when the engine conked out in the middle of the Hudson River and it could not be restarted. One of the members of our yacht club saw the predicament, threw us a line and towed us back to our berth. We set up a test arrangement on the dock and separated seven or eight gallons of water from approximately eighty gallons of gasoline, as it has long been known that water can be separated from this fuel by fine mesh metal screen when the hydrocarbon predominates.

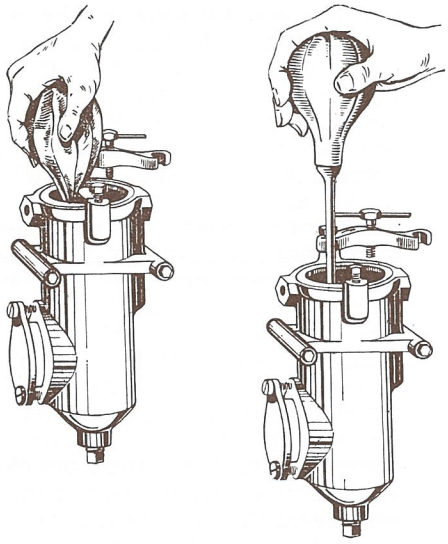
It is our opinion that this originated due to the cumulative effect of condensation. The atmosphere can be linked to a huge sponge which accepts water vapor when it is warm during the day and squeezes it out when it cools at night.



CLASS 72-70 MARINE FILTER

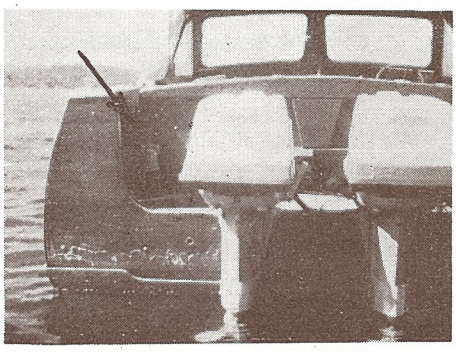
Consequently the accumulation is gradual and builds up until it reaches the fuel intake and then carries over. The remedy with boats was a filter with a 120 mesh screen and we provided a rat trap cavity, so that as the water droplets were separated and slid down to the bottom by gravity, since water is heavier than the fuel, they fell through the rat-trap port and accumulated in the bottom sump. We provided a side heavy wall heat resisting guage glass as an integral part of the sump for inspection. Since gasoline trapped in the bilge of a boat can cause explosions, it was suggested that accumulated debris be syringed out using a storage battery syringe when the filter was placed in the bilge, as shown in the drawing.



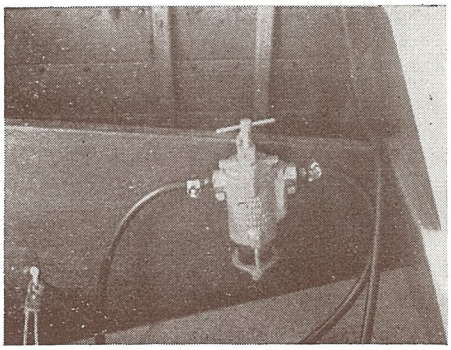


The sight glass placed on the side of the sump was successful but hard to inspect at some locations so we developed the class 75 series where the heavy wall heat resisting sight glass constituted the whole sump and can be inspected from almost any angle. To minimize this sight glass being struck by some damaging tool, we provided exterior clamping bolts that are so placed that damaging blows could be deflected without causing trouble. To finish up this part of the story we mounted one of each of these filters on the indicated two engined outboard powered boat and could find no difference in performance between them so we obsoleted the 72 - 70 filter in favor of the Class 75 because of the great visibilty of the sump.

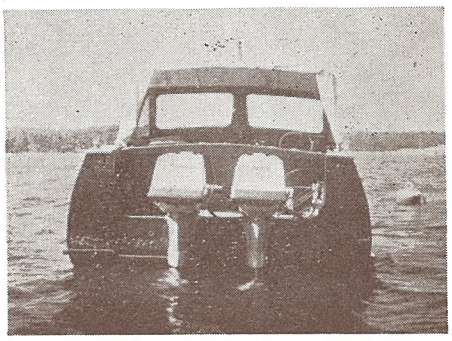
BOAT ON WHICH FILTERS WERE TESTED



INSTALLATION SHOWING POSITIONING RELATED TO ENGINE

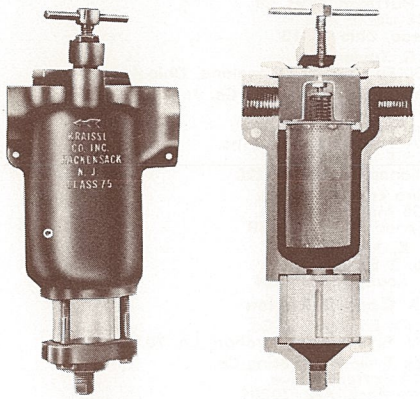


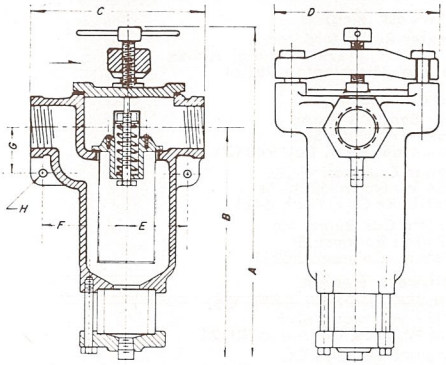
CLOSE UP OF FILTER



We now come to the diesel powered cars. Gasoline is a relatively clean fuel but we found that diesel fuel is not always clean. When the gasoline shortage first occured, we decided to have some of both available. The principle stockholder undertook this project as it is against our policy to have company owned cars. We had the experience of diesel fueled cars failing to operate satisfactorily in cold weather. The agency where this was purchased installed a filter that stated it could give trouble if used with additives commonly employed in cold weather.

CLASS 75 SINGLE SEPARATORS





All dimensions subject to casting & assembly variations.

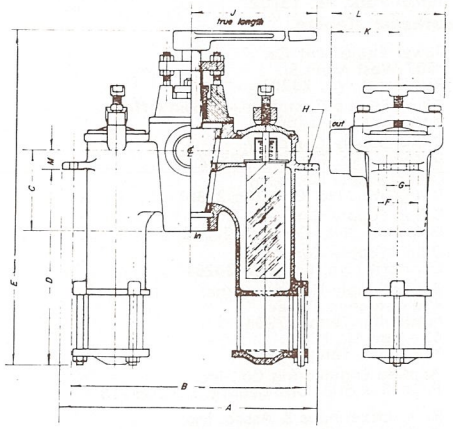
MODEL	NPT	BASKET DIA.	BASKET LGH.	A	B	C	D	E	F	G	H
75-01	1/4										
75-1	3/8	1 9/16	3	9 5/16	6 13/16	4	3 1/2	1 1/2	2	7/8	9/64
75-3	1/2										
75-5	3/4	1 15/16	3 15/16	12 3/16	8 3/16	5 15/16	5	2 3/16	2 15/16	1 1/2	11/32
75-7	1										
75-9	1 1/4	1 15/16	6 3/8	14 11/16	10 3/4	7	5	2 1/4	3	1 7/8	7/16
75-11	1 1/2										

We knew that our filter had no plastic parts to be dissolved by possible additives and decided to test it out. Previous tests had indicated that a very fine mesh screen would remove sufficient water to produce a satisfactory fuel from diesel oil so we decided to first try the element with the very fine mesh screen but when we had the tank dropped to check for previously accumulated water, we found that the greatest problem was more dirt and debris than could be imagined. So the filter is needed to do two jobs, water if present, and dirt vs. debris if acquired. We only do business with reputable people who point out the filters they use on their pumps but the fact is we got it from somewhere somehow. If it could happen to us, it could happen to anybody as we doubt whether others could be more careful. One of the problems of course with diesel fuel is that on the road, it is not as prevalent as gasoline. This means that the dispensing stations are sometimes far between. As you pull up to their stations, it is not always possible to check their filters. We belive that it is better to have your own and know the quality of the fuel you are delivering to your engine. We are now in the process of testing the size filter best suited to the diesel fueled car that requires the greatest flow under accelerated conditions as well as the degree of finess of the screen that will meet most purposes.

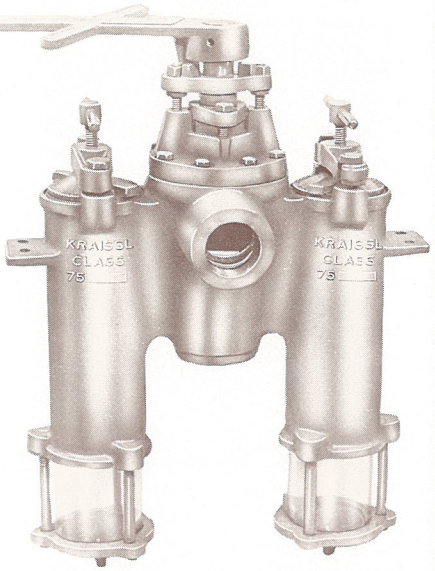
As it stands now, we believe that any mesh above 120 mesh used on the boats will be an advantage over no filter or one that has plastic parts that could be disintegrated by additives. We plan to continue our experiments until we find the size and the mesh that best accomplishes both purposes for the engine with greatest demand under cold weather conditions and quick acceleration.

CLASS 75 DUPLEX SEPARATORS

U.S. Patents 2,982,413 3,348,687 DES 200,340

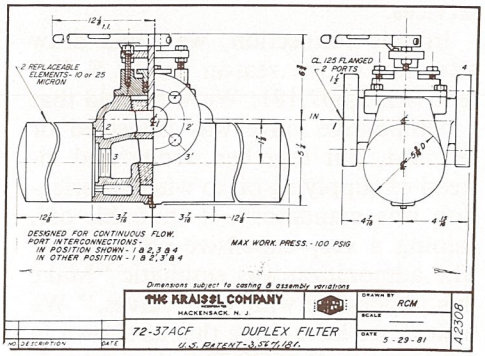


MODEL	SIZE NPT	BASKET DIA.	BASKET LGH.	A	B	C	D	E	F	G	H	J	K	L	M
75-29,30	1/2 3/8 1/4	1 1/16	3	10 1/4	9 5/8	2 7/8	6 5/8	10 1/2	1 1/8	7/8	1 1/16	8	2 1/4	4	1 1/8
75-31,32	3/8	1 15/16	3 15/16	11 1/4	10 5/8	4 7/16	7 3/4	12 1/2	1 1/8	7/8	1 1/16	8	2 1/4	5	1 7/16
75-33,34	1														
75-35,36	1 1/4	1 15/16	6 3/8	14	12 3/4	4 1/2	11	18 5/8	2 1/4	1 1/4	1 5/16	12	3 3/4	6 1/4	1
75-37,38	1 1/2														



NEW CLASS 72 - 37 ACF VALVE FILTER ASSEMBLY

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



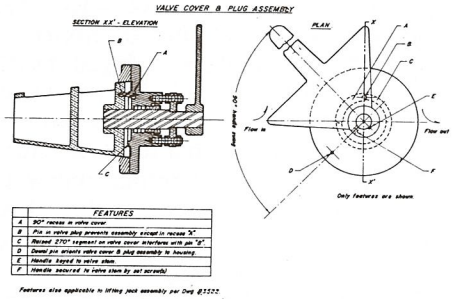
We have long felt that there was a need for a combination valve filter assembly that would make use of a Kraissl Class 72 Valve with provision for assembling a pair of standard commercial filter units not too different from the type of oil filters that we authorize service stations to install on our automobiles at periodic times after oil changes, only much larger.

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 sssembly with 1½" Flanged ports. This is considered an intermediate size that may meet a large number of requirements but we can forsee 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 wupply 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.



56th ANNIVERSARY

SALES REPRESENTATION

HOME OFFICE

We have reserved the areas of Connecticut, Metropolitan New York, including the Hudson Valley, Long Island, New Jersey and eastern Pennsylvania less Philadelphia District for coverage by Kraissl Company personnel.

Northeast Region

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

South Central Region

Creole Engineering Co.
P. O. Box 23159, Harahan, La. 70183

Jack Tyler Engineering Co.
6112 Patterson Ave.
Little Rock, Ark. 72209

Albert Sterling & Assoc., Inc.
P. O. Box 66099, Houston, Texas 77006

Northwest Region

Baxter-Rutherford Inc.
P. O. Box 24324 Terminal Annex
Seattle, Washington 98134

Western Region

Jay Besore & Assoc.
1690 Plymouth St.
Mountain View, Cal. 94043

Power Engineering Co.
364 W. North 600th St.
Salt Lake City, Utah 84110

Killam Gas Burner Co.
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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