THE MAJOR JOB OF CONGRESS

By Frederick Kraissl, Jr., Ph.D., P.E.
Chairman and Chief Executive

Ask any man who was a school boy when I was, what is the primary job of congress and he should reply “Provide for the common Defense.”

Why have we gotten so far away from this basic philosophy? We want no other countries land, or possessions only regarding them as a potential threat when they are, and their armament exceeds their peace time needs by a wide margin.

Some history in our curricula might be informative to the current generation. The territory we acquired from other countries we bought and paid for at prices satisfactory to both parties at the time of the transaction.

We get along very well with our neighbors to the north and south, Canada and Mexico and I believe we have both of them reasonably convinced they have nothing to fear from us and could probably get them to join with us in joint projects of benefit to the human race if we ever get time from more pressing projects.

We fought two wars, the Korean and Vietnam, not for our benefit but to help others which should be the final test of our intent and good will, but not good judgment.

As a finale in Japan we authorized General Douglas MacArthur to set up an administration that has proven to be so efficient that they are one of our strongest competitors on a peace time basis.

Now we are faced with the matter of survival and we had better deal with the situation from strength rather than attempt to try negotiations from weakness. If we have the capability of making an attack on this country unprofitable, this must be the way to go and it may never be attempted so we can secure peace in our time by capability instead of humiliation by vulnerability.

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.

VACATION NOTICE

The last week of July and first week of August have been set aside for our vacation period. This does not mean that we cannot help you during this period as we plan to maintain a skeleton staff for this purpose and a cadre in the machine shop for emergency requirements. However, we will be grateful if you will place any orders with which we may be favored in advance, reserving the time allotted to the vacation period for true emergency matters.

ASSEMBLY CONTROL

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

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 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 disassembly 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.
THE AVAILABLE VARIETY OF
KRAISSL TRANSFER VALVES

CLASS 72A SERIES

We feel that we are the originators of transfer valves of our type since they came into being as the valve center of our three piece construction duplex separators. As no other organization to our knowledge, has offered a three piece construction duplex separator of the plug valve type we feel that our claim has merit. There is much to be said for three piece construction separators. The valve center is the most expensive part and a complete unit is not ruined if someone carelessly drops a heavy cast iron unit and knocks off a foot. The assembly provides heavy reinforcement around the junction of the valve and side body and since this construction minimizes unequal wall thickness there is no question that this provides very strong construction reminiscent of a high pressure autoclave.

FEATURES

1. Independent adjustable locking flange
2. Accessible stuffing box gland.
3. Tapered valve plug designed for uninterrupted flow showing large internal port areas.

CLASS A RECTANGULAR FLANGED SIDE PORTS

Class 72 A Series

Many of our customers originated by employing our regular rectangular flanged valve center sections for the various services for which transfer valves are used, and in general these are needed where an In and Out flow must be channelled through one or two duplicate filters, heat exchangers, or similar installations requiring continuous service so that one assembly can be cleaned or serviced while the other is in operation. Many customers still employ the valves with rectangular side ports as the pressure drop is less, and they are also less costly. Such customers merely cut out rectangular steel plates with port cut-outs and weld them on the shells of the companion parts.

CLASS AA VALVES

As early as 1960 some of our customers requested us to supply these valves with side ports that would mate with standard ASA flanges. We explained that they would be more costly due to increased weight and more complicated cores. Furthermore, increased pressure drop would result as flow direction would be forced to change by an equivalent number of elbows, also the more compact we make the valve the greater this would be aggravated. We early recognized that pressure drop should be minimized within economic limits, so we adopted as a standard, internal channels of not less than the area of the nominal pipe size of each valve.

CLASS AA VALVES

STEEL CONSTRUCTION

72AA-VA ASA side ports B-35288

CLASS AAA VALVES

STEEL CONSTRUCTION

Although we consider it our prerogative to set up specification standards for our valves, we are always glad to comply with customers' requirements. We do not regard our transfer valves as a fitting due to their more important engineering functions. Consequently we do not regard ANSI specifications relating to fittings, as applying to our valves. However some customers have desired that the flanges on our valves conform to rigid ANSI specifications of fittings. We have attempted to obtain a consensus of these desires and have included them in the triple A specifications of our valves.
CLASS AAA VALVES
STEEL CONSTRUCTION

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 AAW is 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.

Since our approach to product lines has always been engineering to meet customer requirements, we have expanded our Class 72 ABF(S) to cover the sizes of 72-37 ABF(S) to 72-47 ABF(S) inclusive. All of these units are not immediately available as they are at present, listed as specials, but they have been design authorized and prices can be quoted.

They bring to designers who want front flanged porting, a model that can be wall or assembly mounted with inlet and outlet ports accessible from the front. All of our other features including our patented assembly protection have been retained.

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THE CLASS 72-37ACF VALVE
FILTER ASSEMBLY
U.S PATENT NO. 3,567,181

In previous notifications, we have shown design variations in both horizontal and vertical positions. With the skyrocketing costs of patterns, we hoped to avoid unjustified investments. Our first inquiry came for the horizontal unit shown in the photograph, BUT the first order came for the vertical units so now we have authorized both.