



KRAISSL QUARTERLY

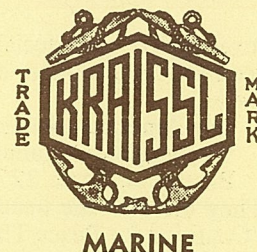
Published By

THE KRAISSL COMPANY

INCORPORATED

PUMPS-SEPARATORS-ENGINEERING EQUIPMENT

HACKENSACK, NEW JERSEY



Volume 22

July 1979

Number 3

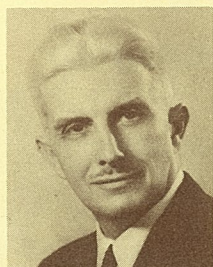
BRAZIL IS SMARTER THAN WE ARE IN USING GASOHOL

FREDERICK KRAISSL, JR., M. PHIL., P.E.

Chairman

The Kraissl Company, Inc.

It has been reliably reported that in Brazil, **American Owned** oil companies are marketing Gasohol. This has not been extensively developed and



CONSULTING
ENGINEER

KRAISSL ASSOCIATES sold by the oil companies in the United States, and the big question is why is this not being done?

We were among the first to suggest the use of Gasohol as the most readily available fuel that could be rushed into production but, neither the Administration or the oil companies in this country have seen fit to use this obvious solution to alleviate part of our energy requirements. Brazil must still import about 80% of its oil, but by next year, the government hopes to have all of its nation's automobiles running on a blend of 20% alcohol and 80% gasoline. It is reliably reported that most of the cars in Sao Paulo, the largest city in Brazil, run on the gasohol blend, and it is also reported that later this year specially designed Brazilian made Volkswagens and Fiats that run on **pure alcohol** will be available to the public.

By what conceivable justification are we being denied, in this country, the advantages of this technology? Why are our oil companies reluctant to do for us what Texaco and Esso are doing for the motorists in Brazil? There has to be a reason as when a product is in demand on which a profit can be made, a free market should provide it.

It seems up to us to demand that our governmental representatives on all levels find this out for us and help to remove the road block, instead of acquiescing in the Administration's program of trying to sell a shortage

bill of goods to the American Public. We should not be any less intelligent than the Brazilian population, and they will not stand for this stupidity.

It is reported that outside the city of Rio de Janeiro there is a large Esso blending center that mixes sugar cane alcohol with gasoline and trucks it to its dealers. It is probable that this is the 20% alcohol 80% gasoline mix used by the service stations in Sao Paulo and it is reported that with slight carburetor adjustment, the blend gives as good mileage as gasoline.

When we know what to do to meet our auto-transportation energy needs and nothing is done, is it any wonder that the situation is regarded as a politically engineered crisis?

The Brazilians are not stopping at this point. They are getting ready for alcohol fueled cars. A top Brazilian research scientist organized a rally of over 700 test cars powered by only alcohol, that travelled 5,000 miles through Brazilian interior to demonstrate the reliability of this fuel. There is nothing easy about the road net in this interior. Before his death, I was privileged to listen to a tiger hunter of international fame and saw from his pictures how a Volkswagen Van was lifted over log road blocks.

This research scientist predicts islands of industry in Brazil's interior which will become completely energy self sufficient on locally produced alcohol. It appears the greatest problem is the disposition of the waste. They are planning to deal with this matter, and in one area are working on a project to convert this waste into fertilizer. I am sure our chemists and chemical engineers are up to solving this problem if given the opportunity.

If I were thirty years younger, I might be willing to accept this challenge as there is no better way to make money than to provide a much needed energy product, and at the same time take the waste product and convert it into a useful material.

I have heard it said that this is no longer a land of opportunity for young people to make a fortune. The basic matter is that the initiative, willingness to accept a challenge and indefatigable effort are, in many cases, the missing ingredients. With reasonably reduced taxes the incentives might be revived.

In any event, we need fuel for our automobiles, let's see that we get it.

STOP THE SALT II PROPOSED TREATY

The phrase proposed treaty is used because unless the Senate approves it, there will be no such treaty and here is where you and I come in.

It is the apparent consensus of those most qualified in maintaining a free and independent United States of America that this treaty should not be consummated. Why there are those who wish to see us subservient to any other country is indeed a mystery. However, we saw this situation given such direction by the giveaway of our canal over the Isthmus of Panama in spite of the general consensus of the apparent majority of our citizens that this should not be done. It should be pointed out that this could have been stopped by two Republican votes, which were not available when the show down came, so the issue is between the Liberals and the Conservatives whom I believe should be called the staunch patriots of our country.

This will undoubtedly be well debated in the Senate, but your senators will need to know the desires of their constituents. Sometime ago, we published the relative decline of our defenses and we hope that our patriotic readers have retained these issues so our down hill progress in this regard can be evaluated.

We are also again publishing the Communist Rules for Revolution with the suggestion of again determining how far these have gone in reducing effective patriotism. It is a known fact that we have been advised by the country of concern that they will "bury us." It therefore seems most unwise to give them this power.

It is the consensus of two most important patriotic monitors of our defensive position, The American Security Council and The Conservative Caucus, Inc. that consummation of the Salt II Agreement would be an abdication of our capability of self defense.

The facts of this matter are too comprehensive to be given here, and too vital to the future of our children and their successors to not be thoroughly

investigated and decisions made. The required information can be obtained from

The American Security Council
Washington Communications Center
Boston, Virginia 22713

They are also the headquarters for the "Coalition for Peace Through Strength" which is a bipartisan coalition of 166 organizations and pro defense leaders including 194 members of Congress. They state that the proposed Salt II Agreement locks the U.S. into a posture of military inferiority and would be a symbol of phased surrender. They also state that a DMI Poll which are the initials for Decision Making Information, a national research organization, while many favor an agreement with Russia to limit nuclear weapons, that 80 per cent of registered voters oppose an agreement with terms like those of Salt II. It is this proposed treaty that must be stopped.

The Conservative Caucus, Inc. has its national headquarters at
7777 Leesburg Pike
P. O. BOX 3204
Falls Church, Va. 22043
Phone No. (703) 893-1550

Howard Phillips is National Director. A mailing recently received carries this caption, "Which will it be?"

"Will you do nothing and let the white flag of surrender be our national emblem, or will you return this form with the stars and stripes to defeat the Salt II in the U. S. Senate?" There is an opportunity for a contribution to participate in this campaign, which is needed as those who propose this Salt II Treaty have your tax dollars behind them.

Remember, the Canal give-away, which was a vital link in our national defense, so it could happen again unless the Senate is overwhelmingly convinced that patriotic American citizens do not want this to occur.

STILL USING THE SAME RULES

In May of 1919 at Dusseldorf, Germany, the allied forces obtained a copy of some Communist rules for revolution. More than 50 years later, the Reds are still following the rules.

A. Corrupt the youth, get them interested in sex. Make them superficial; destroy their ruggedness.

B. Get control of all means of publicity, thereby getting peoples' minds off their government by focusing their attention on athletics, sexy books and plays and other trivialities.

C. Divide the people into hostile groups by constantly harping on controversial matters of no importance.

D. Destroy the peoples' faith in their natural leaders by holding them up to contempt and ridicule.

E. Always preach true democracy, but seize power as fast and as ruthlessly as possible.

F. By encouraging government extravagance, destroy its credit, produce fear of inflation with rising prices and general discontent.

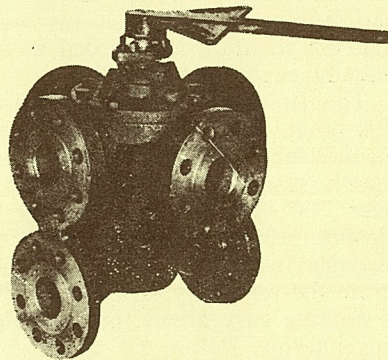
G. Promote unnecessary strikes in vital industries, encourage civil disobedience and foster a lenient and soft attitude on the part of the government toward such disorders.

H. By specious argument cause breakdown of the moral virtues, honesty, sobriety, continence, faith in the pledged word.

I. Cause the registration of all firearms on some pretext, with a view to confiscating them and leaving the population helpless.

Please take a good hard look at Rule I. "Cause the registration of all firearms under some pretext with a view toward confiscating them and leaving the population helpless."

IMPROVING STAINLESS STEEL TRANSFER VALVES



CLASS 72AA INTEGRAL VALVE ASSEMBLY

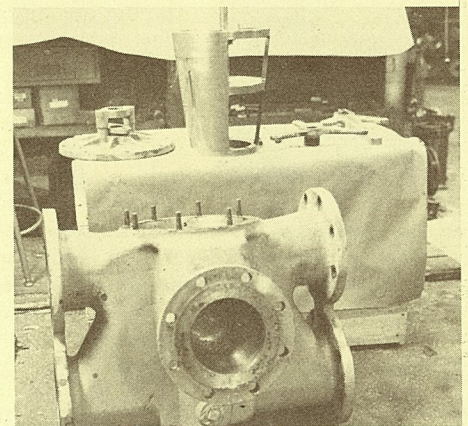
Some fundamentals must be appreciated to understand why improvements are necessary as these relate to service conditions that cannot be properly appraised until it is known what happens in the field. The happenings in the field are usually people problems and these are as diverse as the people involved. These valves go into all sorts of areas as an integral part of our customers' consoles or unit assemblies and in all sorts of inconvenient places, so it is difficult to generalize.

It is a known fact that stainless steel members moving against steel or other steel members will gall or score themselves and the adjacent part with which they come in contact. In the case of our valves, it is the stainless steel plug and its companion seat that must be considered. To preclude galling or scoring, lifting devices are made available, which permits the plug to be lifted from its seat, turned through the transfer angle, so the ports can be lined up in the alternate position, and then lowered into this position without

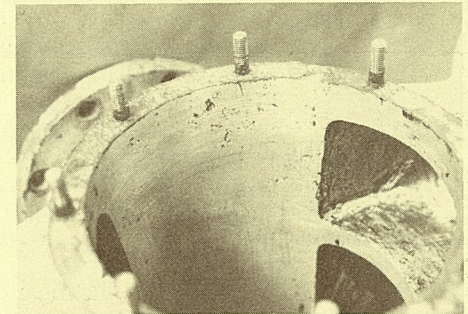
theoretical rotary contact with the seat to preclude the galling or scoring action. For many applications this is sufficient, where there are trained crews who understand this operation and are willing and anxious to preclude damaging the valves. However, in remote locations or where operating personnel are recruited from groups that may or may not understand or be interested in precluding damage, there is a need to deal with this situation as it is possible for an operator to turn the valve without using the lifting jack. It is only necessary to do this once and the damage may be done.

This is not a hypothetical matter, as valves have been returned to us for remachining and refitting with oversize plugs, but since the condition occurred in certain locations, there seems no reason why it cannot happen again at the same place. To understand this matter, photos are shown of the valve dismantled, the galling and scoring of the housing and galling and scoring of the plug in two views.

VALVE DISMANTLED



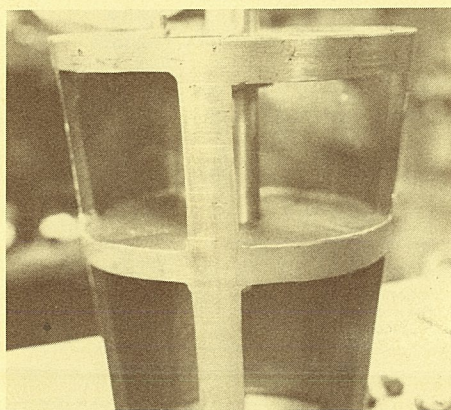
GALLING of HOUSING



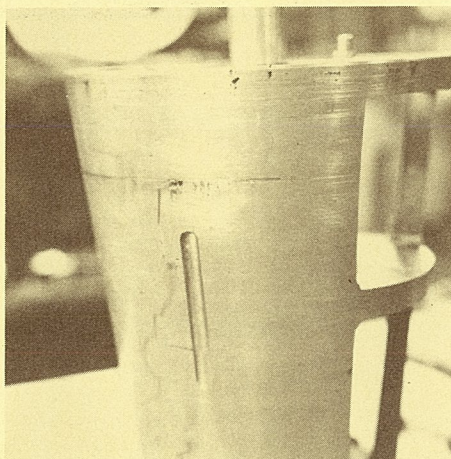
Possibly very elaborate means could be supplied for keeping the valves from being turned unless the lifting devices were used, but it has seemed to us that a better approach is to make use of a process that we have tested and which seems adequate to meet this situation. The plugs after machining and lapping are coated with a porous stainless steel containing a fluoro-carbon compound in the pores that has many of the desirable characteristics of teflon. It is a

proprietary process that is offered for this purpose for many applications. In addition to our tests, it supports previous tests with a teflon coated plug where we set this up in a machine and had it turned back and forth approximately 10,000 times, before the underlying metal could be seen but, even then the companion parts did not produce scoring. However, it raised the question of what happened to the tiny shavings of teflon, which over the period of operation must have gone somewhere. With this similar material filling and carried by a porous coating, this situation seems to be avoided. This stainless steel porous coating bonds with the plug and seems integrated. We have included with our latest mailing, prices for supplying the plugs with this coating and it may well be that for many purposes, when the stainless steel plugs are so coated that lifting jacks may not be needed for some services, and save part of the cost of this assembly. In this case there should be no further worries about whether the lifting jacks are used and sending back units for remachining should be minimized, requiring this treatment when extraneous matter is encountered.

GALLING AND SCORING of PLUG VIEW 1



VIEW 2



YOU HAVE A CHOICE BETWEEN CLASS 72

AA VALVES and 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 72-AAA STEEL VALVES PER APPLICABLE ANSI SPECS.

PORT FLANGES PER ANSI B16.5 - 1977

1. Hydrotest — para. 8.3, p.9; table 3, p. 18.
2. Serrated flange raised faces—Para. 6.3.4.1., p. 5.
3. Flange thickness — Tables 10, 13, 19; Pp. 38 8.39, 42 & 43, 50 & 51; Para. 6.3, P. 5.
4. Back spot. facing — Para. 6.5, P. 6.

DESIGNED FOR CONTINUOUS FLOW.
PORT INTERCONNECTIONS -
IN POSITION SHOWN - 1 & 2, 3 & 4.
IN OTHER POSITION - 1 & 2, 3 & 4.

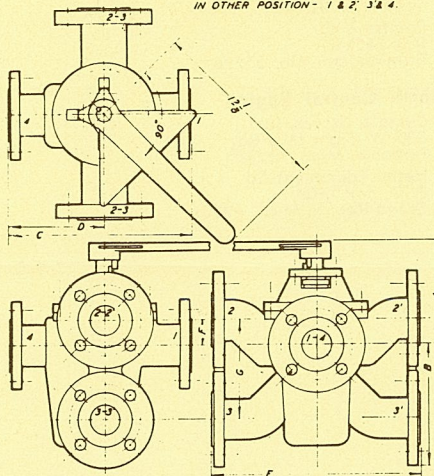


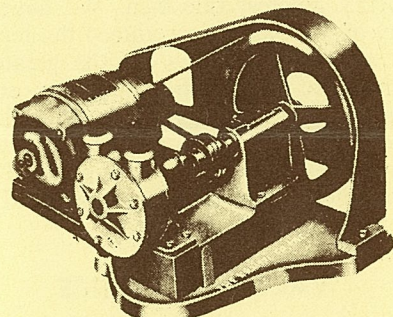
TABLE OF DIMENSIONS - INCHES													
MODEL	SIZE	FLG. DIA.	B.C. DIA.	NO. BOLT DIA.	R.F. DIA.	MIN. APP. FLOWGT. THICK.	A	B	C	D	E	F	G
150# ASA FLANGES - 230 PSIG. MAX. W.P.													
72-37 AAFS	1 1/2	5 3/8	4 1/2	3	2 1/2	70	14 1/2	7 1/8	3 1/8	4 1/8	10	1 1/8	3 1/8
72-39 AAFS	2	6 1/2	5 1/4	4	3 1/2	100	16 1/2	9 1/8	3 1/2	5 1/8	12	1 1/8	3 1/2
72-41 AAFS	2 1/2	7 1/2	6 1/4	5	4 1/2	115	18 1/2	10 1/8	3 3/4	6 1/8	13	1 1/8	3 3/4
72-43 AAFS	3	8 1/2	7 1/4	6	5 1/2	140	21 1/2	12 1/8	4 1/8	7 1/8	14	1 1/8	4 1/8
72-47 AAFS	4	9 1/2	8 1/4	7	6 1/2	170	25 1/2	14 1/8	4 1/2	8 1/8	16	1 1/8	4 1/2
300# ASA FLANGES - 600 PSIG. MAX. W.P.													
72-37 AAFHS	1 1/2	6 1/8	4 3/4	4	3 1/4	90	15 1/8	8 1/8	3 3/4	4 1/2	10	1 1/8	3 3/4
72-39 AAFHS	2	7 1/8	5 3/4	5	4 1/4	115	18 1/8	9 1/8	4 1/4	5 1/2	12	1 1/8	4 1/4
72-41 AAFHS	2 1/2	8 1/8	6 3/4	6	5 1/4	140	21 1/8	10 1/8	4 1/2	6 1/2	13	1 1/8	4 1/2
72-43 AAFHS	3	9 1/8	7 3/4	7	6 1/4	170	25 1/8	12 1/8	4 3/4	7 1/2	14	1 1/8	4 3/4
72-47 AAFHS	4	10 1/8	8 3/4	8	7 1/4	200	30 1/8	14 1/2	5 1/4	8 1/2	16	1 1/8	5 1/4
600# ASA FLANGES - 1200 PSIG. MAX. W.P. (300° F. MAX. TEMP.)													
72-37A AAFHS	1 1/2	6 3/4	4 7/8	4	3 3/4	110	16 3/8	9 1/4	4 1/2	5 1/4	10	1 1/8	4 1/2
72-39A AAFHS	2	7 3/4	5 7/8	5	4 3/4	140	19 3/8	10 1/4	4 3/4	6 1/4	12	1 1/8	4 3/4
72-41A AAFHS	2 1/2	8 3/4	6 7/8	6	5 3/4	170	22 3/8	11 1/4	4 3/4	7 1/4	13	1 1/8	4 3/4
72-43A AAFHS	3	9 3/4	7 7/8	7	6 3/4	200	26 3/8	12 1/4	4 3/4	8 1/4	14	1 1/8	4 3/4
72-47A AAFHS	4	10 3/4	8 7/8	8	7 3/4	240	31 3/8	14 1/4	5 1/4	9 1/4	16	1 1/8	5 1/4

* PLUS 1/16" R.F. ON 150# & 300# FLGS. & 1/8" R.F. ON 600# FLGS.

We hope the foregoing gives a clear presentation of our desire to meet the requirements of all customers and explains why there is a price differential between our valves of these differing specifications, but we must tell you that most of our customers still purchase the AA VALVES.

IT IS NOW OIL PUMP TIME FOR CONSIDERATION

Return from the field has convinced us that we are on the right track in suggesting reduction drive pumps for light and heavy oil for most industrial and commercial installations.



CLASS 60 REDUCTION DRIVE OIL PUMPS

OUR NEW CLASS 60-H SERIES PUMPS

CLASS 66 HIGH PRESSURE OIL PUMPS

We have the Class 60 series for pressures up to one hundred pounds psig. The next is the look alike pump with our standard unit, but so much different bearing construction inside to handle the heavier bearing loads for pump pressures up to one hundred and fifty pounds psig.

Finally there is the Class 66 series when pressures can go over one hundred and fifty pounds.

In all cases the reduction drive pumps are energy savers. Even when the use of light oil permits operation at direct motor speeds, pump selection must be made at a higher capacity with a reasonable overage. In watching sizing and selection we have noted that in most cases a pump is used much over capacity to reconcile with available motor speeds. This is a waste of electrical energy and motor cost. When our reduction drive units are used the pump can be slowed down or speeded up to reconcile with the needed capacity. After a time everything will wear. This with pumps produces a reduction in capacity. With our design all that is necessary, in many cases, is to speed up the pump to compensate for the reduction in capacity. In general our reduction drive pumps last much longer than the direct connected ones as a slower speed is conducive to longevity. Last but not least if a change to different grades of oil is involved this is easily accomplished.

OUR SILENT REPRESENTATIVE

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 may have been noticed that we have been devoting much of our effort in bringing to the attention of our readers matters that have been worrying us concerning what we consider subversive or unpatriotic activities. If other organizations have similar publications and concur, we invite them to join us in the effort to keep our country free from foreign philosophies and maintain it as the land of Liberty and Freedom. We are supposed to be the world's greatest salesmen. We have a way of life that has produced the highest standard of living for the greatest number of people the world has ever known. We should be able to sell it and probably have judging by the number of people who have escaped or attempted to escape to our shores. Let us keep it that way.

VACATION NOTICE

The Vacation Period, while never painless, was found least disturbing last year when arranged for the last week in July and first week of August. We are scheduling complete shut down during this period.



THE KRAISSL COMPANY

INCORPORATED

HACKENSACK, NEW JERSEY 07601

RETURN POSTAGE GUARANTEED



YOUR
COPY
OF

**KRAISSL
QUARTERLY**

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
R. C. White Co.
3065 Enterprise Blvd.
Bethel Park, Pa. 15102
Gelman Industrial Equipment
1327 Barton Drive
Fort Washington, Pa. 19034
Jobe & Co., Inc.
2857 Greenmount Ave.
Baltimore, Md. 21218

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
Spotswood Parker & Co.
721 Miami Cir. NE, Atlanta, Ga. 30324
Florida Filters, Inc.
5570 N. E. 4th Ave., Miami, Fla. 33137
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 Co.
2683 S. Big Bend Blvd.
St. Louis, Mo. 63143

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
Kilham 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.
375 Victoria Ave.
Montreal, Quebec, Canada H3Z 2N1
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

Ingenieria Termo Industrial, S. A.
Apartado 20-360
Mexico 20, D. F., Mexico

BULK RATE
U. S. POSTAGE
PAID
Permit No. 1268
Hackensack, N. J.