



KRAISSL QUARTERLY

Published By

THE KRAISSL COMPANY

INCORPORATED

PUMPS-SEPARATORS-ENGINEERING EQUIPMENT

HACKENSACK, NEW JERSEY



Volume 3

OCTOBER 1960

Number 4

INDUSTRIAL SAFETY IN NEW JERSEY

FREDERICK KRAISSL, JR., P. E., President
THE KRAISSL COMPANY, INC

It has been said that some clouds have a silver lining and it must be admitted that throughout this country as a whole Industrial Safety was given an enormous assist during World War II. At that time manpower shortage and production necessities made it mandatory that wastes of all types be reduced to a minimum and lost time accidents together with destroyed facilities due to accidents such as fires came in this category.

As Chief of the Plant Protection Section, OCD, it was my job among other things to set up inspection systems and training programs for inspectors on a country wide basis under directives established by the Chief of the Industrial Protection Division. Consequently I was quite well in touch with what was going on in the country in the field of Industrial Safety which in my opinion was just another name for Industrial Protection according to war time standards.

When the exigencies of war no longer required our services, a safety minded Commissioner of Labor, Harry C. Harper, was anxious that what had been learned in the field of Industrial Safety be retained for New Jersey and I was invited to participate in this work. The New Jersey State Industrial Safety Committee, which had been organized many years ago, was reactivated, its functions expanded and made a very important industrial safety agency of the Department of Labor and Industry which heads up industrial safety in New Jersey. During the past years I have been privileged to serve as Executive Secretary, Vice Chairman of the Northern Zone, Chairman of this zone and finally General Chairman for the statutory term of office. Since there is nothing quite so "passed" as a past officer, I believe I can eulogize

the accomplishments of this organization without being guilty of immodesty.

The New Jersey State Industrial Safety Committee is composed of high level industrial safety personnel employed by industry who have been appointed by the Commissioner of Labor and Industry to this consultative body. It therefore brings to government without prohibitive expense to the tax payer a cross sectional know-how that would otherwise be most difficult to obtain.

The advantage to industry in permitting their personnel to accept these appointments is the promulgation of safety codes which have the force of law, that industry can live with. Lest anyone believe that industry has used this privilege to frustrate good safety legislation, I know of cases where more severe codes were suggested than originally promulgated because the laboratories of some of New Jersey's larger industries were way ahead of contemporary knowledge and previous standards were proven inadequate. Close association with this work since World War II would convince almost anyone that enlightened industry is well sold on the high cost of accidents and is willing to go all out to prevent them. Most of us would prefer that the incentive stemmed from the desire to avoid blighted lives and unnecessary deaths but when both humanitarian and economic factors combine to support a program, its success is assured.

It should be emphasized that in using the talents of this body, the Commissioner of Labor and Industry has not abdicated any of his prerogatives. However, with due consideration for the debate, arguments and findings of the committee and its sub-committees, when the final recommendations were voted, I must report that the committee batted one thousand during my close association with the work. By this I mean that in no case during this period can I remember when the commissioner forced legislation on the committee which it disapproved, or failed to enact codes recommended by this body.

At the present time the Director of the Bureau of Safety Engineering, Richard J. Sullivan of the Department of Labor and Industry, functions as Executive Secretary of the New Jersey State Industrial Safety Committee thus

directing action on proposed codes that are considered to be of greatest importance. The committee is organized on a state and county level which provides both a parent body and a grass roots organization in touch with every phase of industry. The membership of the main body is drawn upon for service on one or more technical sub-committees which deal with all activities so that the work is spread around. I believe this is one of the best demonstrations I know of where industry and government have been placed in a position of complete cooperation to the general benefit of New Jersey and I can recommend it to other states as a procedure that has proven merit.

IDEAS—HANDLE WITH CARE

One of any company's greatest assets in the highly competitive markets of today is new ideas properly applied. The pitfalls that beset the path of a

new idea, however, are numerous and some thought should be given to the nature of these obstacles.

When ideas are presented to management and the experts are called to sit in judgement, frequently the highly trained



ALICE L. KRAISSL
Treasurer

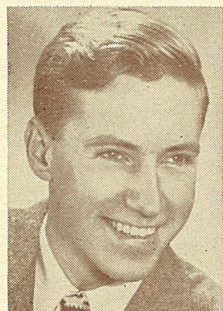
minds tend to jump to the conclusion that it is not workable, not marketable, or just can't be done.

Genuinely new ideas are usually the product of an individual effort, and the individual is handicapped by the financial necessity of submitting his ideas to others for its realization. It is important that those in a position to evaluate such creative effort maintain an open mind and aid in the development of the idea for improvement of an existing product or where possible for a new product.

The maintenance of a flexible attitude by management toward new ideas—a sort of mid-channel course of alertness—would if carefully pursued bring to the point of production the workable ideas that could make the difference between progress and stagnation to the organization involved.

PERSONALS

Robert C. Michel, P.E., Vice President of this company, was elected President of The Bergen County Society of Professional Engineers and installed on June 22, 1960.

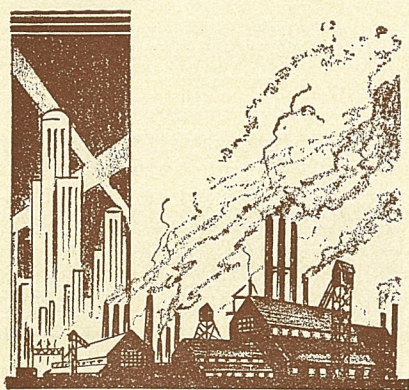


R. C. MICHEL, P.E.
Vice-President

By a happy circumstance Frederick Kraissl, Jr., P.E. was privileged to act as master of ceremonies and participate in the installation of his son-in-law in the society he helped to found.

Bob Michel has served in all capacities from Treasurer through each office until reaching the presidency. We feel sure he will apply his dynamic capabilities to his new responsibility for the benefit of the engineering profession in Bergen County and we are very proud of his election.

INDUSTRIAL FIELD



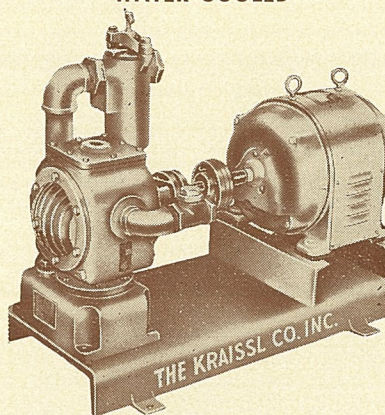
OIL BURNER REPRESENTATIVES SHOULD CONSIDER SELLING SEWAGE EJECTORS

The oil burner installation company usually has the problem of dealing with seasonal business. Consequently an additional line that is not seasonal should be of interest. Most municipalities and many small plants have the problem of sewage ejection. This is due to the fact that in such cases the lowest waste outlet which must be accommodated is below the trunk sewer available. The waste must be raised above the level of this trunk sewer so that it can flow into it and from this point on usually there is gravity flow to the municipal or city sewage disposal plant.

A very satisfactory method for dealing with this condition is sewage ejection. A sewage ejector is merely an air lift. In its least complicated form, it

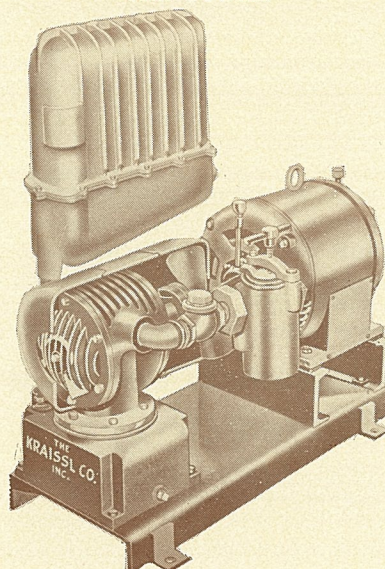
consists of a receptacle into which the sewage flows and when this reaches a predetermined height by the use of suitable controls, air pumps are started. When they build up sufficient pressure to eject the sewage, the receptacles or "pots" are cleared of sewage, the low level controls stop the air pumps and they are ready to accommodate the next inflow of sewage.

WATER COOLED



BULLETIN A1523

FAN COOLED



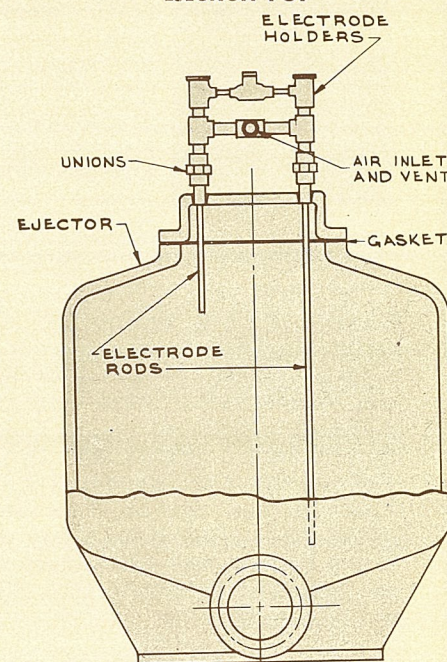
BULLETIN No. A1770

We have supplied air pumps for this service for many years. We have been notified by one of our customers that they have an installation supplied with our air pumps in 1936 that are still running. However, it appears to us from information filtering back from the field that some companies desire to sell installations and then have no further connection with the job. It is our opinion that this can no more be done with sewage ejectors than it can with industrial oil burners. Both types of business require a service organization that understands the equipment it is supplying, that is capable of teaching the operator the minimum necessary to keep the equipment running proper-

ly and when equipment is worn out or damaged from inattention or abuse show the owner why replacement is necessary and provide the required replacement or repair service.

Aside from controls and piping installations, the manufactured components are air pumps and receptacles or ejector pots. We have a complete line of air pumps, radiant cooled, fan cooled and water cooled that will meet a very wide range of ejector requirements. We ARE CONSIDERING offering ejector pots or receptacles if there is sufficient interest among our customers to justify our making them available. We are showing in the accompanying diagram a characteristic layout. The computation of the required size for any given capacity is not complicated and we can give you this assistance. The most important requirement is a competent service organization that can take care of customers in their area of operation, when and as this is needed.

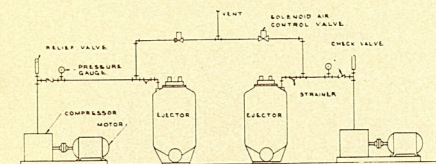
EJECTION POT



Electrode Type

We will not knowingly sell our air pumps or ejector pots to organizations that are unable to render these facilities. Ejector installations like oil burner installations are not inexpensive, but we believe that the organization that should make the greatest profit is the one that is giving local service. Consequently, it is our thought to supply only such items as it is economical to purchase from us, as we are now doing in supplying oil pumps and strainers at a small part of the cost of a complete industrial fuel oil burner installation. We will be glad to hear from any organizations interested in this line of work.

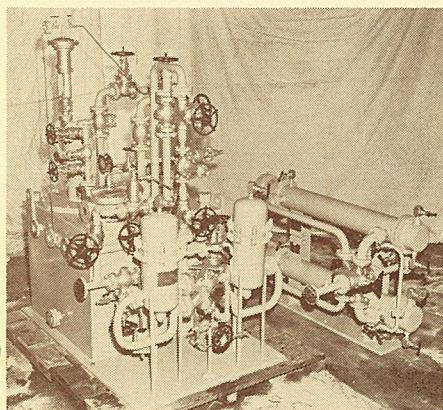
AIR PIPING DIAGRAM



CLASS 72 AA SERIES TRANSFER VALVES HAVE MANY APPLICATIONS

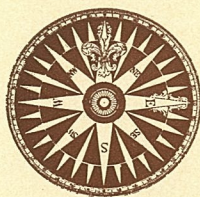
As most of our customers know these devices originated from the valve center section of our three piece Class 72 A Series Duplex Strainers. Rectangular ports were used as this provides the most compact assembly and many of our customers still use the rectangular ports for this reason. However, others advised us that for their purposes it was more important to have the dual port side flanges made compatible for mounting with standard ASA Pipe flanges of the dimensions indicated for the required application. We did this and made available the original offering of the 72 AA Series. However, it was found necessary to redesign some sizes in the interest of greater compactness. This has been accomplished and our current dimension sheets reflect these changed dimensions, and we suggest that all interested write for latest dimension sheets.

Illustrated below is a device manufactured by The Engineer Company of New York and designated a Lube Oil Console. The Class 72 AA Series Kraissl Transfer Valves will be noted in the fore-ground which permit selectively directing the flow through the desired heat exchanger and filter. A device integrated with the handle, indicates the side in use.



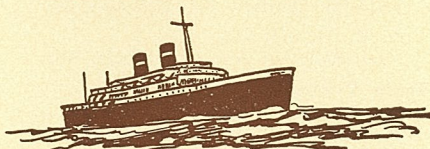
LUBE OIL CONSOLE

Photo courtesy of
The Engineer Co., Inc.



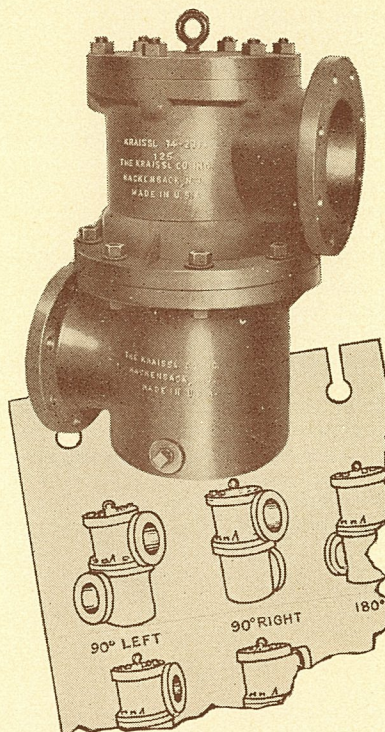
MARINE FIELD

SHIPBUILDING INDUSTRY



CLASS 74 SERIES STRAINERS MEETING A NEED

Our Class 74 Series Strainers that permit orientation to provide inlet and outlet ports in various positions have become so popular that we have complied with the request to make them available in the five and six inch sizes.

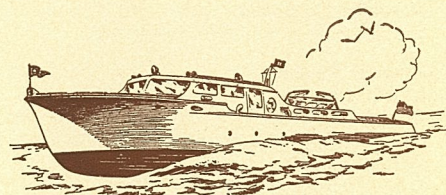


These were originally designed to provide for the requirements of Eight, Ten and Twelve inch pipe lines where the obvious advantage of eliminating fittings that could be dispensed with by changing the port position of the strainer made this of great economic importance. With the large areas of these sizes, it is advantageous to have one port lower than the other to avoid flow restriction as shown in the attached photograph.

However, with the smaller areas of the five and six inch sizes, it was possible to hold the ports to the same center lines and still provide the advantages of multi-positions of the ports.

These strainers in both sizes are now being supplied to our customers and dimension sheets and prices will be gladly furnished. Like most items being supplied to the Shipbuilding Industry, there are just enough minor differences in specifications to make it necessary to manufacture these units on customers orders. We will therefore appreciate your cooperation in giving us a reasonable amount of lead time, which we are sure can be done if shipbuilders will get in touch with us after contracts have been awarded.

BOATING INDUSTRY



CHRIS-CRAFT CORPORATION STANDARDIZES BASKET PERFORATIONS

In our last issue we published the following Bulletin Number E-49 indicating the importance attached by this company to the use of cooling water strainers. Since that time tests made on boats in use by Chris Craft Officials has led to notification that baskets for use with cooling water systems on their engines should have 1/16" Perforations. It has been our experience that the size of perforations of the baskets of cooling water strainers is related to the type of cooling water pump that is employed and the clearances that must be protected. We are attempting to keep data on the size perforations considered most satisfactory for each type of installation and are most grateful to the Chris-Craft Corporation for supplying us with this data. We hope others will follow this example so that we can act as a clearing house for this information.

Chris-Craft

CHRIS-CRAFT CORPORATION
ADMINISTRATION - FOWLER BEACH, FLORIDA
PARTS DEPARTMENT - ALGONAC, MICHIGAN

Service Division
• BULLETIN •

FOR THE SPECIAL ATTENTION OF YOUR SERVICE MANAGER

April 1, 1960

SERVICE BULLETIN E-49

SUBJECT: WATER STRAINER ON V-8 ENGINES

In case of an overheating problem with the V-8 engine, model "430" or "283" Hydraulic, we suggest that you do not overlook the fact that there may be an obstruction in the bottom of one of the oil coolers that is restricting the flow of water.

The rubber vane water pump does not have the characteristic of grinding up any weeds or leaves that go through it, and we have found quite large pieces of seaweed and leaves in the cooler that have gone through the pump.

It is recommended by our Engineering Department that the installation of a raw water strainer be added to the boat, between the intake scoop and the water pump. There are several makes available and we would have no particular choice of any one as long as the capacity of the strainer is large enough to handle the capacity of the water pump.

CHRIS-CRAFT CORPORATION
R. MACK KREBS

SALES REPRESENTATION

HOME OFFICE

We have reserved the areas of Connecticut, Delaware, 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

Robert Bacon Co.
272 Center Street, Newton, Mass.
John S. Stone
P. O. Box 127, Holcomb, N. Y.

Eastern Region

Engineering Associates, Div. Trymac, Inc.
16 West 5th St., Erie, Pa.
Valley Equipment Company
404 Frick Building, Pittsburgh 19, Pa.
Shanklin Company
330 East 25th St., Baltimore, Md.

Southeast Region

L. M. Lee, Jr.
Richmond Federal Bldg., Richmond, Va.
Dillon Supply Company—Main Office
Raleigh, N. C.
Dillon Supply Company
Durham, No. Carolina
Dillon Supply Company
Rocky Mt., No. Carolina
Dillon Supply Company
Goldsboro, North Carolina
Dillon Supply Company
Charlotte, No. Carolina
Boiler Supply Company, Inc.
490 Craighead Street, Nashville, Tenn.
2006 Sutherland Ave., Knoxville, Tenn.
Applied Engineering Co., Inc.
P. O. Box 506, Orangeburg, S. C.
Spotswood Parker & Co.
313 Techwood Drive, Atlanta, Ga.
T. W. McCuiston
504 S. W. 69th Ave., Miami, Fla.

North Central Region

Charles R. Davis
2970 W. Grand Blvd., Detroit, Mich.
Hetler Equipment Co.
1904 Clyde Park Ave., S. W.
Grand Rapids, Mich.

Central Region

Wm. G. Taylor
1900 Euclid Bldg., Cleveland, Ohio
Lightfoot Pump & Equipment Co.
1989 Guilford Rd., Columbus, Ohio
The Jordan Engineering Co.
7401 Shewango Way, Cincinnati 43, Ohio
T. A. Heidenreich Co., Inc.
2036 East 46th St., Indianapolis, Ind.
Lowden & Company
3404 N. Harlem St., Chicago, Ill.
A. K. Howell Co.
1001 Bellevue Ave., St. Louis, Mo.

South Central Region

Creole Engineering Co.
2617 Banks Street, New Orleans, La.
3786 Scenic Highway, Baton Rouge, La.
Sterling & Newby Houston Corp
2611 Crocker St.
Houston, Texas
Sterling & Newby—Dallas Corp
4431 Maple Ave.
Dallas 9, Texas

Northwest Region

Bruce P. Rutherford, Inc.
122 First Ave., S. W., Portland, Oregon
Bruce P. Rutherford, Inc.
1954 First Avenue South, Seattle, Wash.

Western Region

A. C. Cope Co.
435 Bryant Street, San Francisco, Cal.
Power Engineering Co.
1806 South State St., Salt Lake City, Utah
Thermo Tech Products Co.—Power Plant
2466 So. Delaware
Denver 23, Colorado

Southwest Region

Walter T. Humes Co.
230 East Anaheim, Wilmington, Cal.
Wagner Hydraulic Equip. Co.
10814 Santa Monica Blvd.
Los Angeles, California

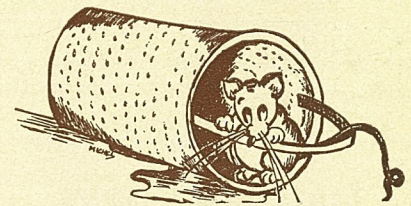
Canada—Ontario and Quebec Provinces

Kirk Equipment Ltd.
1460 Bishop Street
Montreal, Quebec, Canada

Canada—British Columbia Province

Fred McMeans & Co.
1608 West 5th Avenue
Vancouver, B. C., Canada

FOUND IN THE STRAINER BASKET



A new group of draftees had been processed and were ordered out for their drill in calisthenics.

"Raise your right leg and hold it at a right angle to the body", ordered the instructor.

One new man raised his left leg by mistake, so that it was extended close to the right leg of the man at the left.

"Who's that raising both legs?" yelled the instructor.

Conductor to commuter with whom he had been friendly for years: "Did you get home all right last night, John?"

John: "Why, yes, why do you ask?"

Conductor: "Do you remember getting up and giving your seat to a young lady in the car last night?"

John: "Yes".

Conductor: "Well, you were the only two in the whole car at the time."

A lady was watching a sailor pumping water from the ship's bilge and approached the officer of the deck, with the remark "I see you have a well on board".

The cruise officer who had been well briefed in satisfying customers, remarked: "We always carry one for the use of passengers".

"I'm so glad", replied the lady, "I detest the taste of water carried in tanks".

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