Treiber Diesel Engine Corp. II

MONTAUK BEACH DEVELOPMENT CORPORATION

MEMO. TO Mr. Carl G. Fisher

Treiber

DATE September 1, 1928.

FROM Gen. Robt. H. Tyndall

SUBJECT Treiber Diesel Engine Corporation

The following is the cost of the Diesel Engines to date: -

DATE		PAYMENTS
January 10, 1927		$15,000.00
February 14, 1927		10,000.00
March 21, 1927		10,006.50
March 21, 1927		5,849.49
April 1, 1927		10,000.00
April 19, 1927		5,000.00
June 9, 1927		5,000.00
July 2, 1927		5,000.00
July 27, 1927		5,000.00
August 10, 1927		5,000.00
September 21, 1927		5,000.00
October 24, 1927		5,000.00
November 7, 1927		5,000.00
November 30, 1927	(Note of American Brown Boveri Electric Corporation)	25,000.00
December 1, 1927		5,000.00
December 31, 1927	(14 notes of $5,000.00 each)	70,000.00
January 4, 1928		5,000.00
February 2, 1928		5,000.00
March 1, 1928		5,000.00
April 2, 1928		5,000.00
May 5, 1928		5,000.00
June 2, 1928		5,000.00
	TOTAL	$220,855.99

We still owe the Brown Boveri Note of $10,000.00, and 12 Notes of $5,000.00 each to the Treiber Diesel Engine Corporation.

There is approximately $700.00 due now, but we have not received detailed statement.

In addition thereto you have paid $25,000.00 for stock in the Company. In other words, you have paid in cash all tolled $185,000.00, of which $25,000.00 is stock, and you owe a little over $70,000.00.

ROBERT H. TYNDALL

RHT:HD

October 26, 1939.

Mr. O. D. Treiber,
Treiber Diesel Engine Corp.,
Camden, New Jersey.

My dear Treiber:

I talked to LeBoutillier a little while yesterday and he told me he thought something might be worked out whereby the Pennsylvania Railroad would advance the money up to $35,000 or $30,000 for a rail car.

He expected to advise me some time next week on this subject.

Yours,

OOT:T

Treiber

October 28, 1929.

Mr. C. Harold Wills,
Marysville, Michigan.

Dear Harold:

As you know, I am heavily interested in the Treiber Diesel Engine Corporation, who are building the best Diesel engine now on the market and they have their shop full of orders. They have something like $320,000 in orders in the shop and are figuring on half a million dollars' worth more for this next season. I started out to finance this company myself and have $350,000. in the company, but owing to the troubles in Florida and the heavy cash investments necessary here at Montauk, I am looking around for a partner in this company.

We only have five stockholders now:

Henry B. Joy
C. F. Kettering
John Jacobs
O. D. Treiber
Carl G. Fisher.

Kettering and Joy only have a small piece of stock as they took some stock to help Treiber get going. In order to have materials coming in promptly, even for orders on hand, we need another $100,000 worth of machinery and $100,000 for carrying these accounts until the engines are delivered. We have one license agreement with the Consolidated Shipbuilding Corporation for Treiber's drawings and patents which will pay about $30,000 a year, and we have another license deal pending which will give us an equal amount. There is probably $75,000 profit in the orders now in the shop. We have no debts except as they are accumulating for parts for these motors.

I don't know of any opening to equal the Diesel field. We are bringing through a light rail car for 26 passengers to weigh 10,000 pounds and operate at 2½¢ to 4¢ per mile for oil. There is nothing particularly new in this work to Treiber as he was formerly Chief Engineer and Designer for the Bethlehem Diesel Engine Corporation and he has had continuous experience for twenty years in this business. Heavy duty engines for yachts up to 150 feet in length built by Treiber only weigh 21 pounds per horse power. A pair of these motors were delivered to Mike Vanderbilt early this summer and have been operating very successfully in his boat, which is a duplicate of the Shadow K.

I am enclosing a list of orders on hand, and you will notice these orders are from the real hard-boiled engine buyers of experience who have seen the engines work and have been comparing their points all through the summer.

We had the company sold recently to the second largest builder of automobiles in this country, but the contract with the Consolidated Shipbuilding Corporation, which they were not willing to cancel, made it impossible to close the deal with the other parties. This contract, however, is a very good one for our company in more ways than one.

If you think you would be interested, I would like to have you stop off and see the work that is coming through at Camden where the plant is located. We have a very advantageous lease with the American Brown Boveri Company and have the right under very favorable terms to use their trains, docks, etc. We need some small and special

machinery, however, to save labor on pistons and some other parts that require some specially accurate tools. I am enclosing a list of engines which we have drawings for, and all of these engines have come through except the 300 H.P. twin engine which sells for $30,000 a pair. We have orders now for 15 of these motors in the show.

The recent fires and explosions in the east with gasoline engines are creating a tremendous demand for light auxilliaries.

I have just purchased in the last week $35,000. more of the company's Common Stock at 65, and would take the additional $200,000 if I felt I could spare the money for possibly one year, perhaps longer. I would like to hear from you immediately if you think you would be interested, as I wish to do something definite before I go south some time around the first to fifth of November.

Very truly yours,

COF:T

Treiber has on the boards a Diesel aeroplane engine weighing 1 - 6/10 pounds to the horse power. It has a few very clever pieces of mechanism that call for some real thought and metallurgy. His Injection Valve Carbeurator used on such engines as Vanderbilt's motor, weighs 4½ ounces. It is made of some very tough materials and is difficult to built, but the saving on each cylinder in weight is about 35 pounds as compared with my Winton motors. The Vanderbilt motors weigh 23 pounds per H.P. and are the first heavy duty Diesel motors ever constructed at these weights.

You will get some idea of the business when I tell you these motors are selling at $75,000. a pair with the auxilliaries, and that the 300 H.P. motors weighing 7,500 pounds each are selling for $15,000. each.

We have, I think, an opportunity to license under our patents English, French and Italian manufacturers. We have already been approached by a strong English company; also by a bus company in this country.

If you are not interested, forget it, and very best regards.

COF.

2nd P.S.

Since this letter was dictated, we have been asked to bid on six pair of the 600 H.P. motors, a new navy job, and next week we expect to sign a contract giving one of the largest railroads in this country the exclusive right for our motors for rail car use. The first 300 H.P. will be in test in ten days, and also the first 150 H.P. rail car motor.

COF.

Treiber

October 28, 1929.

Mr. L. A. Young,
2300 Fisher Building,
Detroit, Michigan.

My dear L.A.

Thanks for yours of the 22nd. The thing I thought you might be interested in is The Treiber Diesel plant I am interested in. I had about $235,000 in the plant until recently and I put in $50,000 more to help take care of some new machinery and some more business. The company is making money but they are getting orders so fast they cannot keep up with them without more cash for materials that are coming through.

We had the company sold to one of the largest manufacturing interests and only just recently when the final contracts were being drawnthe lawyers got into a mess over some of the special contracts for the use of our patents and drawings that had been made with the Consolidated Shipbuilding Corporation. As a result of these contracts, which the Consolidated did not want to give up under the conditions the other people wanted to buy, the whole deal fell through and just at a time when I thought allof our financing for the company was taken care of. Added to this, orders continue to come in so that I needed another stockholder with $100,000.

We want to buy one fine piston machine which will cost around $50,000,which will save a lot of money and time, and we want to be able to carry in stock a part of the line they are carrying so that customers can get quick action. I am sending you a list of the engines which are coming through as you might want one for yourself some day, even if you don't want to come into the company.

The 700 H.P. motors which were furnished Harold Vanderbilt last summer have resulted in a perfect deluge of orders to the company. If you are interested in this outfit, I would be very glad to take the matter up with you. I get into Port Washington every few days and stay over night. Port Washington is only forty-five minutes out of New York on the Long Island Railroad. I have a nice house there with an extra bedroom; and just across the yard is the Purdy Boat Works where they are building three fast 72 foot cruisers which are all being fitted with a pair of these 300 H.P. Treiber Diesels. These 300 H.P. Treiber Diesels will only weigh 7,000 pounds and will operate this 72 footer at thirty miles an hour with an expense of six cents for fuel.

Our company is also bringing through and will have on the blocks within a week a 150 H.P. motor for rail cars and busses. This motor will weigh 1600 pounds and will operate a 38 passenger bus over the roads at between 2½¢ and 4¢ per mile for d fuel. There is a tremendous opening for this 150 H.P. motor, both in busses and marine work and for rail cars.

We also have on the boards an aeroplane Diesel motor weighing 1-6/10 pounds per H.P.

I started out to finance this company myself but, as you know, I have had to change my mind on several finance jobs I tackled some time ago. It occurred to me that a manufacturer who has had experience in manufacturing would be the proper person to appreciate the work which we are doing and also the opportunities for expansion.

The company is making money and has no debts and can continue to go along just as they are, which is not fast enough to keep up with their business.

Drop me a wire if you want to meet me over at Port Washington for an evening to look over some boats. I can send you in from Port Washington to New York in my car in an hour, and you can get a taxicab to drive you to Port Washington over fine roads in about forty minutes.

Yours,

COF:T

Copy to Treiber

TREIBER DIESEL ENGINE CORPORATION

Camden. NEW JERSEY

October 29, 1929.

Mr. Carl G. Fisher,
Montauk,
Long Island, N.Y.

Dear Mr. Fisher:

Following our underetanding with General Tyndall when he was here, we have to advise that the Consolidated Shipbuilding Corporation have accepted the two generating engines and sent us a check for $7,650.00. Copy of their acceptance letter is enclosed.

We are sending you a stock certificate for one hundred and eighteen (118) shares of common stock, which, at $65.00 would amount to $7,670.00. The amount of your credit is $7,650.00, leaving a balance of $20.00. Three hundred and eighty-five (385) shares of common stock at $65.00 would amount to $25,025.00. Your credit of $7,650.00 would leave a balance of $17,375.00. The stock certificate enclosed of one hundred and eighteen (118) shares would leave a balance of two hundred and sixty-seven (267) shares to be issued to you on cancellation of the note. We find through our attorneys that it would be illegal to issue a stock certifcate except for cash. The New Jersey law reads as follows:

> "Nothing but money shall be considered as payment of any part of the capital stock of any corporation organized under this act, except as hereinafter provided in case of the purchase of property, and no loan of money shall be made to a stockholder or officer thereof; and if any such loan be made the officers who make it, or assent thereto, shall be jointly and severally liable, to the extent of such loan and interest, for all the debts of the corporation until the repayment of the sum so loaned."

However, that will all be straightened out on payment of the note. In the meantime I have arranged with our bank to discount it with our endorsement. I have tried to get it without our endorsement but it could not be arranged. Nevertheless, it is all right and will put us in a very good position, no-

viding Jacobs comes through with his end of it, which I expect him to do.

. . . .

The receipt of this note from you, together with the other $15,000.00 coming from Jacobs, will put the company in a pretty strong position insofar as immdiate necessities are required and certainly we will refrain from any capital committments until additiional working capital is provided.

Yours very truly,

TREIBER DIESEL ENGINE CORPORATION

O. D. Treiber, President.

ODT:FB
enc

Stock Certificate Number C 14
118 shares without par value, of the
Common Stock of TREIBER DIESEL ENGINE CORPORATION.
dated October 29th, 1929.

OCT 31, 1925

TREIBER DIESEL ENGINE CORPORATION

STATEMENT

October 31, 1929.

TREIBER DIESEL ENGINE CORPORATION

BALANCE SHEET
as of
October 31, 1929.

ASSETS

CURRENT:			
Cash on Deposit	$	$12,447.98	$
Accounts Receivable		895.00	
INVENTORIES:			
Material - Finished	51,782.67		
" Castings	27,758.28		
" Raw	3,104.96		
Work in Process - Material	4,587.20		
" " " Labor	20,421.98		
" " " Mfg. Overhead	10,257.17		
" " " General "	10,365.34		
TOTAL INVENTORIES		128,287.60	
TOTAL CURRENT ASSETS			141,630.58
FIXED ASSETS:			
Drawings	51,581.82		
Patterns	59,800.61		
Machinery & Equipment	68,081.39		
Tools, Dies & Jigs	23,039.99		
Furniture & Fixtures	3,947.33		
Shop Improvement	15,420.54		
Research & Development	864.57		
Automobile (DeSoto Coupe) (Purchased new 1929)	955.00		
Stationery & Printing	1,136.09		
	330,409.30		
Less Reserve for Depreciation	7,934.11		
NET TOTAL FIXED ASSETS		222,475.19	
DEFERRED ASSETS:			
Unexpired Insurance	326.35		
Sales Organization & Expense (See Note A)	13,675.76		
	14,002.11		
Less Amortization of Sales Organization & Expense	911.72		
TOTAL DEFERRED ASSETS		13,090.39	
TOTAL ASSETS, FIXED AND DEFERRED			235,565.58
TOTAL ASSETS			$377,196.16

Note A: This charge represents advertising, salaries, printing, postage, etc. for the year ending June 30, 1929, which time and money was spent to promote the Company's small Marine Diesel Engines.

Note B: The Company also reserves a royalty amounting to $752.40 for each engine of 8" or above bore, built by Consolidated Shipbuilding Corporation.

Note C: The Company also owns drawings and patterns of the Allison Miami 12-cylinder gas engines which have a replacement value at conservative figures amounting to $25,000.00, which value has never been set up in the Company's accounts.

Note D: The Company also owns drawings, patterns, tools, dies and jigs from Contract #2, Radial Engine built for American Brown Boveri, amounting to $14,278.83, which is now charged to Cost of Sales on Profit & Loss Statement.

TREIBER DIESEL ENGINE CORPORATION

BALANCE SHEET
as of
October 31, 1929.

TOTAL ASSETS	$	$	$377,196.16
	LIABILITIES		
CURRENT:			
Accounts Payable	42,784.61		
Notes Payable	25,000.00		
Payroll Accrued	3,500.04		
TOTAL CURRENT LIABILITIES		71,284.65	
DEFERRED			
Advanced Payments on Contracts (Reduced when engines are shipped)		116,433.60	
TOTAL CURRENT AND DEFERRED LIABILITIES			187,718.25
CAPITAL STOCK:			
Authorized 5000 shares Pref. No Par			
Outstanding 100 " " " "		10,000.00	
Authorized 5000 " Common " "			
Outstanding 3172 " " " "		120,720.00	130,720.00
TOTAL LIABILITIES			318,438.25
CURRENT NET PROFIT		69,301.37	
Less Deficit to June 30, 1929		10,543.46	
SURPLUS			58,757.91
			$377,196.16

TREIBER DIESEL ENGINE CORPORATION

PROFIT & LOSS STATEMENT, Covering

July 1, 1929 to October 31, 1929.

SALES		278,427.86	
Cost of Sales		192,203.00	
GROSS SALES PROFIT			86,224.86
LESS OPERATING EXPENSES:			
Administration Expenses	9,556.81		
Selling "	2,408.18		
Engineering "	266.83		
Manufacturing "	5,594.69		
TOTAL OPERATING EXPENSES			17,826.51
NET SALES PROFIT			68,398.35
OTHER INCOME:			
Discount Earned	383.96		
Royalty from Speedway Engines Consolidated Shipbuilding Corp	752.40		1,136.36
GROSS PROFIT			69,534.71
Less Interest Paid			233.34
NET CURRENT PROFIT			$69,301.37

TREIBER DIESEL ENGINE CORPORATION

Contracts on Hand as of October 31, 1929.

	Model	Contract Price	Delivery Date
Montauk Beach (Cost Plus)			
A. B. B. Elect. (Cost Plus)			
John Jacobs	2-DV-12	24,000.00	At Once
HUMPHREYS, Inc.	1-D-8	6,400.00	Nov. 15, 1929
Carl G.Fisher	2-DV-12	24,000.00	At Once
R. W. Allen	1-FV-6	25,000.00	
W. C. Lippincott	1-C-1	1,500.00	At Once
Herreshoff Mfg. Co.	2-DV-12	24,000.00	Nov. 1, 1929
Electric Boat Co.	1- E-8	15,500.00	Jan. 1, 1930
" " "	2- C-1		Jan. 1, 1930
Purdy Boat Company	2-DV-12	24,000.00	Nov. 6, 1929
Consolidated Shipbuilding Co.	2- 1-6	45,684.00	Jan. 15, 1930
Chas. E. Smith	1-CR-6	5,000.00	At Once
U. S. Navy	1-CR-6	7,697.10	Nov. 15, 1929
James Caretairs	2-EV-12	45,000.00	Feb. 25, 1930
Humphreys, Inc.	1-DR-12	12,000.00	Jan. 31, 1930
Consolidated Shipbuilding Co.	2-DR-E	25,600.00	Jan. 15, 1930
" " "	1-C-1		Jan. 15, 1930
" " "	2-C-4	8,960.00	Feb. 1, 1930
Humphreys, Inc.	1-D-8	6,400.00	Jan. 15, 1930
V. Despujols, Paris, France	2-D-6	11,200.00	Jan. 15, 1930
Purdy Boat Co.	2-DR-12	24,000.00	Apr. 1, 1930
Harold S. Vanderbilt	2 -Cp4	10,080.00	Mar. 15, 1930
		$346,021.10	

TREIBER DIESEL ENGINE CORPORATION
CAMDEN, NEW JERSEY

November 18, 1929.

Mr. Carl G. Fisher,
Miami Beach, Fla.

Dear Mr. Fisher:

As a result of Mr. Litle's and my conversation on the way in from Port Washington to New York, after seeing you last, any definite plans of Litle being of any assistance to us in negotiating licenses with foreign countries was eliminated for the time being. He stated very frankly that as far as the commission proposition was concerned that would be all right with him but there should be a substantial retainer. He is in the habit of making about $50,000.00 a year or more and stated very frankly that he would not be interested in doing anything merely on the commission he might get out of it. Inasmuch as we are not in the position to hire him at the rate of $100.00 a day, or more, and pay his expenses to go to Europe it is entirely out of the question for us to make any arrangements with him. Furthermore, I doubt very much whether it would result in any profitable business as he has no leads other than those we are working on ourselves and I do not believe you could sell any kind of a Diesel engine thing on the Continent at any price.

As to the Aerocar thing, we discussed that pretty thoroughly and came to the conclusion that the best solution for it would be to organize a new company sufficiently financed to not only develop but build Aerocars and the Treiber Diesel Engine Corporation would furnish engines to this new corporation. Litle said he was in a position to get such a corporation started. It would seem to me that he is the logical fellow to do it as he has a very good reputation in the automotive engineering world. When I left him, he planned to get in touch with you and outline a definite plan to formulate this corporation and to get the license from the Aerocar Company and all of the other details. I presume he would want you and Glenn Curtiss on the Board of Directors and I told him that I would help out in any way that I could.

Glenn Curtiss called up the other day and is planning on coming down here the week of the 18th to 23rd and at that time I hope to clear up this whole Pennsylvania Railroad rail car or bus proposition. However, in talking with Glenn over

the 'phone he stated that he wanted to get hold of the engineers and find out what they wanted in the way of a car, after which he would work out a design and then approach Hawkins. I told him that would not do because Hawkins was expecting him to produce a concrete proposition on a twenty-six passenger highway bus and that if he went to some of Hawkin's subordinates for information as to how to work it out, it would put us all into a pretty embarassing position with the Pennsylvania Railroad officials. It has certainly been a wonderful thing on your part to be able to get the Pennsylvania Railroad officials to the point of placing an order for one of these Aerocar buses and it is a shame that it has not been followed up from the engineering and production ends and something started. We will have to charge this all against Glenn Curtiss, as he is the boy we are doing this for!! I do hope it comes out all right.

Bill Harper was down the other day and we gave him the data he wanted. Friday I met Harper and this Navy Lieutenant, whose name I believe is Foster. Foster is a Navy man who has been out of the service about six months, has some job with some banking institution down in Wall Street, is a very fine looking fellow and very shrewd, and has that New York broker idea that has been a beastly pest to New York ever since I saw the place. We didn't go very far when he wanted some letter guaranteeing their commission out of this deal, if it went through. He said they wanted 10% option for sixty or ninety days on the company. I told him the option would not be forthcoming unless they wanted to put up $10,000.00 or $15,000.00, to be forfeited in the event the option was not executed. He is working with Kuhn, Loeb & Company and J. P. Morgan. He thought that the direct sale would be the best proposition. I told him we would want in the neighborhood of $800,000.00, which would include the "Big Berthas" and he thought he could put it over. I think it would be quite satisfactory for us to pay him 10% providing we get our price and I suggest that we make a price of $800,000.00 or $850,000.00 and pay him 10% if they get $800,000.00 and 25% on all they get over $800,000.00. If we finally accepted any less than $800,000.00, they would receive 7% for a price between $700,000.00 and $799,000.00; 6% between $600,000.00 and $699,000.00; 5% between $500,000.00 and $599,000.00 and 4% between $400,000.00 and $499,000.00, If this is agreeable to you, let me know immediately and I will advise them accordingly.

Everybody up here has been so terribly blue, they are not fit to talk to. Since the hurricane has blown over in the last twenty-four hours or so, I have not seen anyone but they should be more cheerful. The President of our bank told me he had never seen such a crash in his life, that it was terrible. He talked about a lot of plants shutting down and going on part time, all of which I am inclined to discount now.

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Everybody up here has been so terribly blue, they are not fit to talk to, Since the hurricane has blown over in the last twenty-four hours or so, I have not seen anyone but they should be more cheerful. The President of our bank told me he had never seen such a crash in his life, that it was terrible. He talked about a lot of plants shutting down and going on part time, all of which I am inclined to discount now.

Nevertheless we are playing our cards close to our vest but the sledding is not easy. Jacobs has not come through yet and I don't believe he intends to. In the meantime the company does need additional working capital. As I said a good many months ago, the company would need $50,000.00 in October. About the first of November we received $7,650.00 from you on the sale of your engines to Consolidated and we received a note from you for the balance, which we have discounted, and we got the $10,000.00 from Jacobs on demand note, which you know about. That makes a total of $35,000.00. In addition to our $50,000.00 requirements for October, I estimated that we would need another $50,000.00 in January. I have stopped all expansion and development work of every kind and nature that can be stopped and ceased to put any additional money in engines for stock, which I am sure will hurt sales because these little engines should be sold out of stock. This curtailment of every possible expense will eliminate the necessity of all of the $50,000.00 that I had planned to need in January. Nevertheless, we should have some of it. Friday we received an order for two 150 H.P. engines from France. The best terms we could get was 25% with the order and the balance on shipment. Business like this ought to be financed without any difficulty through our bank, but Archer, the President, was so blue when I saw him the other day that I had to "fan him to help him get his breath". Every mother's son-of-a-gun in the country was trying to wiggle him out of a dollar here and there to keep from going busted and he certainly was not in a mood to borrow money from. I asked him if it would be of any help to the company's bank credit if our "offset" colleague was off the Board of Directors. He intimated that it would, but he was so terribly fussed up that day that I would want to have him verify it before we took it as final. We have one order held up, by Curtiss of Philadelphia; other than that all collections have been satisfactory.

I am doing everything within my ability to increase our working capital, using every contact that I have. Kettering says that it would not be practical for him to come in with any more money and Joy has evaded any answer so far. I have pushed him again for a definite answer. I went after some of my other friends and acquaintances, which would make us good stockholders, but with this stock crash right on top of us, it won't be so easy to dig up some capital as it was two or three months ago. Now, this may not be the kind of news you like to hear but we have to deal with cold business facts. It may be necessary to call on you for this additional $10,000.00 or $15,000.00 you told me you could let us have but I won't do it until we need to. We are endeavoring to carry a lot of our accounts on ninety day trade acceptances, with a view of getting something in from our contracts to take them up when they are due, but without additional working capital this is going to be a pretty tight

squeeze. You see, this company has only had $110,000.00 working capital plus what profit we have made and all of this has gone into tools, equipment, drawings, patterns, etc. and in addition to that we have used the anticipated profits in business on hand and as near as I can tell we are going to be about $25,000.00 short of enough real money to complete all of our contracts and pay for all our plant tools, equipment, machinery and everything, for which we are now asking $570,000.00 plus $230,000.00 for the "Big Berthas", a total of $800,000.00. I made a raid on the pay-roll to see how much of it we could cut down. Even thought I was vicious, I got only three laborers who had just finished unloading a car of coal. If I cut anything more off, it will delay delivery of engines, but I do not see how we can reduce our costs any more. Now, we are not in a jam now and we are not going to get into a big one but when I get right up against the wall where I can't move any other way, I am going to call on you for that ten or fifteen thousand dollars and maybe do some other desperate things.

Yours very truly,

TREIBER DIESEL ENGINE CORPORATION

Treiber

O. D. Treiber, President.

ODT:FB

November 21, 1928.

Mr. O. D. Treiber,
Treiber Diesel Engine Corp.,
Camden, New Jersey.

My dear Treiber:

I have yours of the 18th and I thoroughly agree with you regarding the Aerocar and Curtiss and Commissions, and Deposits, Sale of the Big Berthas; in fact, you have got the situation sized up perfectly as I thought you would have.

I don't quite agree with you regarding the juggling of the price. I think you ought to have a price of $800,000 and stick right to it.

If we can get an order from the railroad company for a car, with a $10,000. deposit, it would help some. If I had a blue print of the car, I think I could get the order and if the Pennsylvania would not give it to us I think I could get it from Vanderbilt or from the Northwestern.

I will dig up the $10,000 for you whenever you have to have it, but lay off me as long as you can because I am already saddle sore.

Yours,

COF:T

PURDY BOAT CO.

DESIGNERS AND BUILDERS

PORT WASHINGTON, L. I., N. Y.

November 27, 1929.

Treiber

Mr. Carl G. Fisher,
Miami Beach,
Florida

Dear Sir:

I have had to inform Governor Cox this morning by telephone that it will be from four to six weeks before Treiber can make delivery of his engines. This would mean at least January 1st to 15th before the engines would be shipped to us and it would take us from January 15th to February 1st to make the installation. Trial trips would be dependent very much upon weather conditions at that time, and at best the boat would be in Miami the latter part of February or the first of March.

Governor Cox realizes that he would not get any use of the boat this winter and is naturally very much disappointed. He stated that he is going to write you and I trust that he will cool down some before doing so.

In regard to payments, he has paid up to date, but the remaining payments are based on delivery and installation of motors. Naturally all connected are a bit sorry.

We have sold the second boat and have given Treiber a contract for a second pair of motors. The third boat is up in frame at this time. The Cox boat is quite well along----cabins pretty well up, plumbing and electrical work being installed and furnishings arranged for. The second boat is coming along about two weeks later as far as construction is concerned. This is one time we seem to be pretty well along with our work.

With best wishes, I remain

Respectfully,

E. D. Purdy

E. D. Purdy

EDP:L

November 30, 1939.

Mr. O. D. Treiber,
Treiber Diesel Engine Corp.,
Camden, New Jersey.

My dear Treiber:

I am enclosing herewith my personal check for Five Thousand Dollars ($5,000.00) which you can hold and use as a loan, or if you want, issue me stock for same. In other words, use it as you think best for the company; but don't use it until you have to.

I am anxious to hear further regarding the delay on Cox's motors.

Yours,

CCF:T

K

TREIBER DIESEL ENGINE CORPORATION

CAMDEN, NEW JERSEY

December 4, 1929.

Mr. Carl G. Fisher,
Miami Beach, Fla.

Dear Mr. Fisher:

I have just received your letter of November 30th.

You old dear! I appreciate your interest and confidence in this engine thing more than any words I can express. I will keep this check of $5,000.00 in our safety deposit box until such time as the company has to have it and I will let you know before I cash this check at which time we will issue you stock at $65.00.

Yours very truly,

TREIBER DIESEL ENGINE CORPORATION

O. D. Treiber, President.

ODT:FB

250-
250-

Form 1206-A

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		CABLE LETTER	
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT — J. C. WILLEVER, FIRST VICE-PRESIDENT

NO.	CASH OR CHG.
CHECK	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

FI 3 60 DL CGFP FI MIAMI BEACH FLO DEC 4, 1929.

O. D. TREIBER. TREIBER DIESEL ENGINE CORP. CAMDEN. NEW JERSEY

WHAT PREFERRED AND COMMON ARE ISSUED WHAT IS PRESENT STATUS OF COMPANY AS TO LIABILITIES WHAT HAS BEEN INVESTED IN COMMON AND PREFERRED STOCK ON WHAT BASIS WILL STOCK BE SOLD NOW PER SHARE WHAT AMOUNT OF STOCK DO YOU WANT TO SELL NOW AND HOW MUCH OF EACH IF YOU WANT BOTH SEND VERY LATEST POSSIBLE STATEMENT OF COMPANY

C. G. FISHER.

CGF:T

2.20 PM

December 4, 1929.

Mr. O. D. Treiber,
Treiber Diesel Engine Corp.,
Camden, New Jersey

My dear Treiber:

If you have a statement of later than June 30th, I have not received same. I am talking now to a man whom I am trying to interest with us for $100,000 or $150,000 stock, on a basis of our statement estimating assets at $996,000. However, in taking the Big Berthas into the company, I will take stock for same and in the reorganization I will give you $25,000 worth of what I receive for the Big Berthas.

I want to make arrangements, if I can, to get $100,000 in cash, and if necessary I will be in position by May or June to put back into the company probably $50,000 or $75,000, if such a thing is necessary in order to carry the engines through and have some stock on hand.

I had the General Manager of Curtiss interests here yesterday and he is taking back a drawing of the rail car, copy of which I will send you today or tomorrow. He expected an order from the Cuban Railway Commission for one of these cars as a test. They are operating at quite a loss on a good many branches of their lines and they think this rail car will be a godsend to them. They have immediate demand for fifty cars and possibly ten Power Cars with about a twenty-six passenger capacity. On receipt of this blue print, I would like to hear from you.

It is very important for you to keep me posted as you receive new orders, for the reason I can use these to good advantage in talking to people I come in contact with either for orders for engines or for stockholders. It must be cold weather up there.
Best regards.

Yours,

OCF:T

December 6, 1929.

Mr. O. D. Treiber,
Treiber Diesel Engine Corp.,
Camden, New Jersey.

My dear Treiber:

I had quite a long talk with Mr. R. S. Rhoades yesterday and he said when the setup is received he thought he could take $50,000 or $100,000 worth of stock. He is very much sold on the Diesels and he is also particularly sold on the Aerocar and the rail car idea. The rail car is a great selling idea to people who can see the immense advantages of light economical transportation of this kind.

He agreed that we should have $250,000 for the patents and also $250,000 for our good will, and the setup should be made accordingly. We can adjust this somewhat with him, and it may be best to leave the "Big Berthas" out of this setup, although I said I would take $150,000 for them from the company and take half this sum in additional stock in the company; and if necessary I would leave the entire amount in stock of the company. We should be in a position now to show a set-up statement including the Miami Lighting patterns and dies at $50,000, Good Will and Patents, $250,000. This would in some measure adjust to the present stockholders their stock without interest and the development of the corporation, which is usual. The company does not have to show a profit on this set up of $850,000. and it does not have to show anything better than it does now.

I am sending you herewith a sketch we finally got out of Glenn Curtiss and I think the only thing for you to do is to go ahead with a Reo truck or some other truck chassis you can pick up at a bargain and get a set of wheels on it and we will have Glenn build up the chassis if that

seems best. Glenn went to Tallahassee yesterday in a rush and he ought to be back tomorrow, so I will beat him up to send you on details of the Aerocar. Also I will arrange with him that we will hold a meeting of some kind and issue a license to the Treiber Diesel Engine Corporation for the exclusive use of the Aerocar patents in the rail car.

We can get an order for a sample car to go to Cuba as soon as you get one out. There is notparticular hurry for it as I realize we will have some bugs that won't be whipped quickly, but if the engine will run o.k. the other bugs are a cinch.

I note your letter regarding Harper. It is worth following up, but don 't forget that it will be easy to make a deal if we have something we want to sell rather than a bargain.

Yours,

CGF:T

Treiber

December 9, 1929.

Mr. W. K. Vanderbilt,
Grant Central Terminal,
New York City.

My dear Mr. Vanderbilt:

You may know I have been interesting myself in the Diesel development for the past seven or eight years. Our first experiments along the construction work was done at the Allison Engineering plant in Indianapolis.

I eventually made a hook-up with Mr. O. D. Treiber who has been an active Diesel engineer and builder for more than twenty years, starting on the West coast and finally as Chief Engineer and Designer for Bessemer Company at Bessemer, Pennsylvania. Treiber left the Bessemer Company to go into business for himself with my financial assistance, and I have at the present time some $300,000 invested in his company. I started out with him with the idea that I would finance his company myself but the many recent trials here at Miami and some cancellations of engine contracts on account of the stock market have made it necessary for me to cast around for an associate in the engine business.

The business at the present time has all the orders it can possibly take care of. We have a considerable number of machines that have passed through the past season's work and their conduct will speak for them. Your brother has a pair of the 600-700 H.P. motors.

At the beginning of the company, I ordered a pair of 3,000 H.P. Diesels, one of which has been completed and on the test block approved. The other motor is about 65% completed but on account of the financial situation it was necessary for me to ask them to stop work on this motor and proceed with other motors for which there was an active sale.

It occurred to me that you might be interested in this pair of 3,000 H.P. motors for your yacht. They will give you ample power to increase your speed when necessary; the difference in weight to save you tremendous cost of operation; a difference in size to give you a great deal more room in your boat; and fuel economy and oil economy that would be worth considering. I believe the lines of your hull with the difference in these weights would allow you probably 2½ to 3 miles additional speed with the use of only about 1/3 the H.P. on these motors.

I am enclosing a set of circulars showing the various models which Treiber is bringing through I would particularly call your attention to a 150 H.P. motor which is very suitable for light rail cars, busses and trucks. We are now designing a light rail car using these motors which we expect to operate at 2½¢ to 3¢ per mile for oil, and on suitable roads we can easily have a speed up to 80 or 90 miles an hour. Both Mr. Treiber and myself have given this construction work a lot of thought and time and right now I don't like to slow down on some of the work we are doing. Our company is not in debt and is making money, but we have several new models to complete for light rail cars Diesel powered, light road busses Diesel powered, and also for carrying in stock the more popular models for immediate delivery.

I thought you might be interested, especially in the larger motors, and if so I would like to give you further particulars.

Very truly yours,

CGF:T

W. K. VANDERBILT
NEW YORK CENTRAL BUILDING
NEW YORK

December 16th, 1929.

Mr. Carl G. Fisher,
Miami Beach, Florida.

Dear Mr. Fisher:-

Your letter of December 9th I find awaiting me on my return from Europe, and regret to say that I cannot take any interest in the proposition as set forth by you in connection with my taking an interest in the Treiber Diesel engines.

Hoping to have the pleasure of seeing you in the course of a few weeks at Miami, believe me

Sincerely yours,

W K Vanderbilt

SOLANA... for Mr. W. C. Robinson

RED WING... for Mr. G. B. Hoppin

BUILT BY CONSOLIDATED

Speedway powered

Wherever discriminating yachtsmen drop anchor, the simple phrase, "built by Consolidated" is the oft-heard expression of ownership pride. Such is the power of the name that has been identified with nearly half a century of fine shipbuilding. To Consolidated owners these three matter-of-fact words express the standards of beauty, of luxurious comfort, of seaworthiness and superb power plants that distinguish Consolidated craft upon the Waterways of the World.

We will exhibit at the National Motor Boat Show Silver Anniversary in January

MOHICAN... for Mr. Philip Johnson

JULIE M-II... for Mr. R. M. Smith

ALIDA... for Mr. B. H. Borden

VIXEN... for Mr. Adolph M. Dick

CONSOLIDATED SHIPBUILDING CORPORATION
MORRIS HEIGHTS · NEW YORK

WHAT AMERICA THINKS

Phil Wood Talks in London About Various Boating Topics

By PHIL WOOD

Courtesy, The Motor Boating World

WHEN I crossed the Atlantic to pay a very short business visit to this country I did not expect that I'd have an afternoon sitting in my hotel writing an article for The Motor Boating World; but, as a matter of fact, I'm very glad to have the opportunity, even though I prefer gasoline to ink, and would rather drive a motor boat than the cutest little typewriter ever made. Folk on this side have been bothering me with so many questions about the future plans of my brother —Commodore Gar Wood—and what America thinks of Britain's motor boat "cracks" that this article seems a pretty good way of answering all their queries at a go.

You can take it from me that the British International Trophy meeting at Detroit next year will provide the 500,000 spectators, whom we confidently anticipate will watch the racing, with the greatest thrill of their lives. If it doesn't turn out to be the greatest race in the history of motor boating, then I'm no prophet.

It stands to reason that it will be a record meeting, for I'm as certain that speeds of well over 100 m.p.h. will be attained as I am certain that I'm Phil Wood and not Greta Garbo.

I can tell you people quite frankly that, until Segrave started smashing records with Miss England, we in America looked upon British motor boats as little less than a joke. The Britishers entered for the B. I. Trophy all right, but they never did anything. Usually they did your old soldiers' act and faded away after a lap or two; and that, as you can guess, didn't give us much to compete against. The Wood family have held the world's record for the last 15 years, and since that time they have pushed the speed up from 33 m.p.h. to over 92 m.p.h., but what they wanted all along was adequate competition; and next year, I believe, they're going to get it.

Your Major Segrave has been responsible for the complete change of the American attitude towards British motor boating. He came along with his Miss England and, honestly, we all underestimated its capabilities. A 930 h.p. single-engined job didn't seem much to worry about; but, when he started zipping along at 80-odd m.p.h., then we realized that at last we were up against something that could make us go all out for speed.

After all, it's no fun racing by yourself. The thrill and the joy of motor boating come when you're racing side by side with another boat that's as good as, or perhaps a shade better than, yours; and I can tell you that at Venice we would have gone all out to set up a new world's record had there been any one there to make a race of it. Incidentally, we made a big mistake on the Lido in racing Miss America VII instead of Miss America VIII, for the latter boat has actually been clocked to do 100 m.p.h., and we are certain to use her in the fleet that we're entering for the B. I. Trophy next year. As I say, though, we underestimated Miss England's capabilities and used the VII, which, as you all know, broke her back and nearly broke mine, too. But I'll tell you the story of that crash later.

Of your drivers, Segrave is great, though if he wasn't quite so keen on winning every race I think he'd get a lot more fun out of it. We can't all win *every* time. And then Miss Carstairs —there's a good sport for you! She races because she loves it, and she's very popular at home. The only trouble with her is that her enthusiasm is better than her boats. Estelle IV will never do anything. It's a freak, in my opinion; and, in any case, I admire her pluck more than I admire her good sense in bringing a boat over to America which had never been put in the water before. Plans and theories are all right in their way, but it's practice that counts. When Segrave races a boat you can bet your life that it's been tried, tested and not found wanting; in fact, you can be certain that he's going to make a race of it. With Miss Carstairs, you can't be so sure. Still, she's a fine little woman, and every one who knows her in the States wishes her all the best in her future efforts.

While I'm on the subject of Segrave, I wonder if you folk know that my brother Gar and I were responsible for making him take up motor boat racing? We were down at Daytona Beach, Florida, watching him break the world's motor car record, and, chatting to him, we told him that, as he hadn't any more worlds to conquer in the motoring line, he ought to take up motor boat racing. That set him off, and I'm sure he'll be the first to admit that we Americans have done all we can to help him in his new sphere. Why, down at the Lido, we lent him one of our own propellers when his were buckled up, and it was with that propeller of ours that he licked us hollow in the racing!

Now, what of the future? Well, until I get back to the States, I shan't know definitely what my brother's plans are for the next B. I. Trophy, but we shall certainly have some new boats on show, and nothing less than 100 m.p.h. will be considered. We're watching Segrave very closely, and I don't mind admitting that it will take us all our time to work out a means of competing against the Rolls-Royce Schneider Trophy engine that Segrave is incorporating in his new boat. We intend to use a Schneider Trophy Packard engine, but the problem of keeping the balance between lightness, safety and power is what we're up against.

To produce a really light boat with plenty of power is the big problem of present-day designers. It can be done, and it has been done, but so far a reduction of weight inevitably results in a decrease of the safety factor. When we built Miss America VI we solved the problems of lightness and speed, for the boat actually did 105 m.p.h. and was constructed absolutely for speed. But what was the result? When she got up to this speed, she bumped badly, broke up, and left Orlin Johnson, her pilot, with 19 stitches in his throat as a memento of the occasion.

Some people may ask whether the danger is worth while, and to that I reply immediately that it sure is. We don't race for fun, nor do we spend money right and left to build boats just for the empty honor of saying that we broke the world's record in them. Our racing boats pave the way for our pleasure craft, and our Baby Gar runabouts, which now can do 60 m.p.h., wouldn't do half that if it weren't for the fact that we had incorporated into their design and construction all the experience that we had gained in bringing out racing boats. The development of motor boating as a public sport lies in motor boat racing, and it's up to us drivers to take risks in what we consider is an eminently worth while occupation.

I write this with plenty of feeling because I have the unenviable record of having been thrown out of more high-speed racing motor boats than any other pilot. For about a week after a crash, I usually swear to give up the game, and then, as soon as I can walk about again, the thrill of it all grips me once more and I long to wrap my hands round a steering wheel. I think motor boat racing is the finest sport in the world, and being thrown out now and again only helps me to get a kick out of it. I suppose it's in the blood. My father was an old sea-captain, and, since I was a toddler, I've always had motor boats drummed into me by my big brother Gar.

I'll conclude this article with a description of what it feels like to be thrown overboard (*Continued on page* 118)

18 m.p.h. *with* Diesel Power

HARMATTAN 55-Foot DIESEL EXPRESS CRUISER

THIS smart cruiser now under construction at our yards combines for the first time the well established advantages of Diesel power with true express cruiser speed. Powered with the latest V-type 12 cylinder 300 h.p. Treiber Diesel engine, a noiseless, vibrationless cruising speed of 18 m.p.h. is available at all times at a mere fraction of its former cost. Built under Lloyd's supervision HARMATTAN embodies the highest standards of yacht construction. Double planking, copper fastenings, Chromium plated fittings, paneled walnut interiors, are only a few of the features that will make her one of the outstanding cruisers of next season.

Three separate staterooms, forecastle for three men, as well as spacious deck house with open fireplace, are indeed unusual in a vessel of these dimensions.

May we send you without obligation detailed plans and description of other Humphreys' designed cruisers, ranging in size from 40 to 70 feet.

Designed and Sold by

FREDERIC P. HUMPHREYS INC.

230 Park Avenue — **HUMPHREYS** — **New York City**

Cable Address: HUMPFRED

Built by

THE HUMPHREYS SHIPBUILDING CORPORATION, KEYPORT, N. J.

TIME KEEPING AT SEA

(*Continued from page 16*)

by radio, the chronometer is then checked by them rather than the watches being checked by the chronometer. These watches are 23-jewel railroad standard watches guaranteed to run within four seconds per day of the rated time. If, however, they run off a second or so between time signals, they may readily be set to the exact time again. In case no radio tick is available, the best chronometer may, of course, be used for setting the best time on the watches.

Of course, the chronometer itself may be fitted for second setting, though this is not a great saving unless it is used for taking the time of observation direct.

Experienced navigators concede that the hardest part of celestial navigation by the older methods is the computations to get the correct time. This is largely true because of the fact that time is given in hours, minutes and seconds, whereas most of the computations are done in the decimal system. The Captain of the flagship California, Captain Bloch, states in an official report to the Navy Department that the use of a pair of second setting navigation watches (being supplied by the Naval Observatory) saves "50 per cent of the work of obtaining an astrononlical fix."

The writer has collected some interesting data on the time as kept by various ships. . Theres a strong tendency to follow the old custom of checkingthe chronometers at periods several days apart, whereas comparisons should be made at least once daily with the radio time signals. The result when daily checks are not made is that the time used by the navigator is in error, though of course each navigator will swear by his own chronometer. Infrequent checks on the chronometer is one cause for the discrepancy in the noon positions signalled by ships in formation. As a concrete case, 24 ships were visited in a period of about two days. The average error in time kept by these ships was about three seconds, or three-fourths of a mile in longitude on the equator. Most any sort of timepiece set to the exact time twice daily will provide time closer than three seconds.

The greatest saving of all is in the use of the sidereal second setting watch. It is difficult to understand why more use has not been made of the sidereal watches and chronometers. Contrary to what some practical navigators will say on snap judgment, sidereal time is practically as easy to keep set on a watch as civil time. Nothing could be more regular than sidereal or star time. In fact, Naval Observatory time is regulated by the transits of stars. Sidereal time watches run 3 minutes and 56.6 seconds faster each day than civil time watches, and that is all there is to it. The watch is regulated to run that amount fast each day. To get a comparison by the radio time tick, suppose we get a check at 4 P. M. Pacific Standard Time, or the same thing, at midnight Greenwich civil time. Then the exact second of the Greenwich sidereal time is given for each day of the year in the very first table in the Nautical almanac. If any other hour is used each day, a table may be made up for the whole year. For any odd hour, it is a simple matter to compute the correct sidereal time as needed.

The second setting civil time watch is especially convenient for use with the new moon tables being published (1st September, 1929) by the Naval Observatory. These tables give for every ten minutes of Greenwich civil time the Greenwich hour angle and declination of the moon. By making the observation on ten-minute intervals as shown by the watch face, no interpolations whatever are needed. and the moon sight becomes easier than a sun sight. These tables are being published as a supplement to the Nautical Almanac, and were devised especially for use in the air. Mariners finding them of value should so report to the Naval Observatory to insure their publication in the future.

TIME BY OLD METHODS

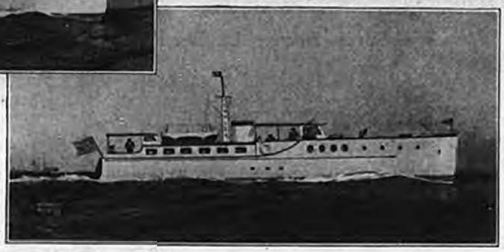
	h m s
Chronometer	6-50-06
Watch	5-48-06
Chronometer minus Watch	1-02-00
	h m s
Watch (time of sight)	6-52-06
Chronometer minus watch	1-02-?-00
Chronometer face	7-54-06
Chronometer correction	+ 1-56
Greenwich civil time	7-56-02
Sidereal time of Greenwich O°	20-48-09.7
Correction for longitude	+ 1-18.2
Greenwich sidereal time	4-45-29.9

The second setting Sidereal watch shows 4-45-30 by direct reading. No chances of error, no time lost, no mental wear.

Advertising index will be found on 3rd last page

The Humphreys CHALLENGER—50' long—12'6" beam—3'6" draft. Equipped with a 6-cylinder, 100 H. P. TREIBER DIESEL, she will maintain a comfortable cruising speed of 12 miles per hour.

The Humphreys DESTROYER—65' long—13'6" beam—3'6" draft. Equipped with twin 150 H. P. 6-cylinder, TREIBER DIESELS, she will maintain a comfortable cruising speed of 15 miles per hour.



The Day of the Small Diesel Yacht Is Here!

FREDERIC P. HUMPHREYS, Inc., Naval Architects and Yacht Builders, 230 Park Avenue, New York, are generally acknowledged as the sponsors and pioneers of the Small Diesel Yacht. Today they are specifying Treiber Diesels because only with Treiber Diesels can they assure their clients of

MORE MILES PER HOUR

of comfortable, vibrationless cruising with DIESEL SAFETY and ECONOMY

Nothing of comfort is sacrificed for speed in Humphreys Cruisers--and at last, within the range of the owners of small motor cruisers, are brought a safety and economy previously denied them. The chart below merits a careful study.

*THE HUMPHREYS LINE OF STANDARDIZED CRUISERS--TREIBER DIESEL EQUIPPED

TRADE NAME	DIMENSIONS			TREIBER DIESEL RECOMMENDED	SPEED
	Length	Beam	Draft		
PILOT	40'	10'6"	3'	1—65 H.P. 4 cyl. 1—100 H.P. 6 cyl.	12-13 miles per hour 13-14 " " "
NAVIGATOR	45'	11'	3'	1—100 H.P. 6 cyl.	13-14 " " "
The Express NAVIGATOR	48'	10'6"	3'	1—150 H.P. 6 cyl.	15 " " "
CHALLENGER	50'	12'6"	3'6"	1—100 H.P. 6 cyl.	13 " " "
PRIVATEER	55'	12'6"	3'6"	1—150 H.P. 6 cyl. 2—100 H.P. 6 cyl. 1—300 H.P. 12 cyl.	14 " " " 15 " " " 17-18 " " "
EXPLORER	60'	13'6"	3'6"	2—100 H.P. 6 cyl.	13-14 " " "
DESTROYER	65'	13'6"	3'6"	2—150 H.P. 6 cyl.	15 " " "
DISCOVERER	70'	14'6"	4'	2—150 H.P. 6 cyl.	13-14 " " "
COMMANDER	75'	15'	4'	2—300 H.P. 12 cyl.	18-20 " " "

* TREIBER DIESELS with specially designed hulls are capable of attaining speeds up to 30 and 35 miles per hour.

The 6-cylinder, reverse-gear model of the electric-starting TREIBER DIESEL — the type specified as power equipment for most of the Humphreys Cruisers.

One-third the space
One-sixth the weight

TREIBER DIESEL ENGINE CORP.

Dept. M. B. Camden, N. J., U. S. A.

Cable Address: Deselmotor

The Treiber Bulletins, Describing Engines 65'-3000 H.P., will be sent on request.

RESTORING DECK CANVAS

(*Continued from page 122*)

purchased along with the other articles needed. For instance, you will require:

One small tack hammer and one medium claw hammer.
Two putty knives, one narrow and one wide blade.
Two or three screwdrivers of different sizes.
One triangular paint scraper.
Two cabinet scrapers.
One small smoothing plane.
One nail punch.
One tack puller.
One pair of pliers.
One ¾-inch wood chisel.
One oil stone for sharpening tools.
One cross-cut saw.
One small striping brush.
Two medium size 2-inch brushes.
One heavy size 3-inch brush.

Also look over all the moulding and purchase sufficient to replace any which seems to be in bad shape or which will doubtless be damaged in removing. It is almost impossible to remove moulding without denting or splitting, which has been nail fastened. If screw-fastened and in good condition, it can be used again.

Now that you have everything on hand, the next thing to consider is the weather. If possible, pick weather which is apt to be dry for at least two or three days. This is necessary if the work is to be done on the outside; and, even if the craft is under shelter, damp weather will shrink the canvas slightly and make the paint longer in drying.

Start in by carefully removing all deck fittings, mouldings, rails, light-boxes, etc., which are set on top of the canvas. After this has been done, get the tack puller and remove all tacks holding canvas in place. Lift the old canvas off carefully and use as a pattern for the anchor hole in the new canvas. On practically all cabin decks there is either a hatch or skylight (in many cases both). The one farthest forward is to be used as an anchor for the new canvas, and the hole cut in the canvas to fit around this hatch or skylight is to be the anchor hole. Spread the new canvas out on as smooth a surface as possible and lay the old canvas on top of it, centering it neatly. The portions around the edges of the hole of the old canvas which lapped up on the side of the deck structure are folded down flat against the new canvas, and the hole is marked out carefully. Remove the old canvas, rolling it up. Cut out the marked spot, making the hole slightly smaller than marked (about ¼ inch on each side); take the new canvas up on deck, spread it out and attempt to stretch this hole over the hatch or skylight sides. Trim it out little by little, until it can just be forced over. Get back into the cockpit, stretch the canvas back over the after bulkhead of the cabin, tacking it temporarily to the bulkhead. Mark and cut out for any other deck structure which projects through the canvas, being careful to cut the hole small enough so that the canvas will have to be forced over the structure, and working backward from the anchor structure. The idea is this: the canvas must be stretched as tight as possible when permanently installed. If the holes were cut in the new canvas by using the old canvas for a complete pattern, the holes would be cut by inches when the canvas has been stretched while installing. In the method just explained, this trouble is eliminated, as the holes are cut when the canvas is under practically the same tension as it will be when installed. Do not trim around the edges of the new canvas hanging over the sides of the cabin, as we must have enough overhang so that the material can be stretched. Now that the openings have been cut in the new canvas, draw the temporary tacks from the after cabin bulkhead, remove the canvas, roll it up and place it in some warm, dry place until we are ready to install it.

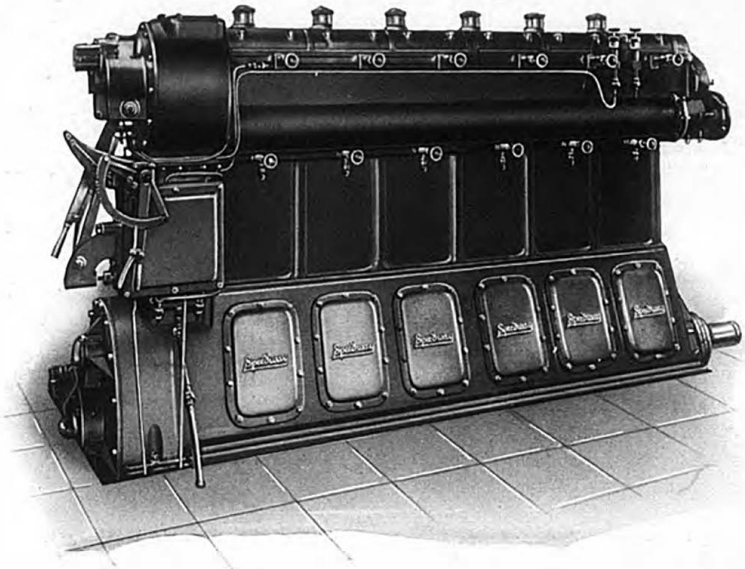
There is one point which may not be clear to you, and which you must remember. The only holes cut in the canvas are for any structures which are not removable and which project through the canvas. Anything which rests on the canvas must be removed. For instance, sliding rails for sliding hatches are often installed on top of the canvas deck covering. These rails and the hatch must be removed, and the canvas is not cut for this opening until it has been installed permanently. In installations where the canvas is lapped up along the sides of these rails, the opening is cut out of the new canvas when it is temporarily tacked on for its fitting. The hole is cut small enough so that sufficient material is left for this lap against the sides of the rails and the stopwater, which is the strip running between the rails and at the forward edge of the hatch-hole. Needless to say, in such an installation the sliding hatch must be removed before the old canvas can be taken off; however, the rails are left in place.

(*Continued on page 126*)

Bulletin Number 31 1929

Speedway

Diesel Engine



MODEL D

300 H.P. at 700 r.p.m. Weight 7,600 lbs.

CONSOLIDATED
SHIPBUILDING CORPORATION
MORRIS HEIGHTS, NEW YORK CITY

Formerly

Gas Engine & Power Company *and* Charles L. Seabury & Company, *Consolidated*

The Gray Diesel is a six-cylinder, four-cycle solid fuel injection type engine extremely sturdy in construction and appearance, operated at 500 to 700 r.p.m. developing 200 to 300 H.P. Weight 7,600 pounds.

Its development is regarded as the most important contribution to Marine Engineering since the introduction of the Gray Gasoline Engines. It preserves in general appearance those characteristics proclaiming Gray parentage. Flashing start—smoothness of operation at varying speeds and quick maneuvering combined with lighter weight, lessened vibration and noise—perfection in fuel combustion, all go to fill a needed demand for installation in High Class Yachts.

Bed. Is a single casting of non-corrosive aluminum alloy strongly webbed and houses thrust bearing at after end and seatings for seven main bearings.

Camshaft. Of steel, driven by a roller chain which passes over a sprocket on the crankshaft on the forward end of engine, over adjustable idlers on each side of the chain thus insuring perfect relationship between crankshaft and camshaft. The chain passes over a sprocket on the camshaft overhead and also over spindle driving oil and water pumps, all of which is lubricated by pressure from main oiling system.

Crankshaft. Chrome molybdenum steel, heat treated. The diameter is 5¼ inches drilled for lubrication of main and connecting rod bearings.

Connecting Rods. Of chrome nickel steel, heat treated with detachable bearing shells.

Cylinder Heads. Individually cast of high-strength ferrous metal of 55,000 lbs. tensile strength, bolted to liners, rigidly held in position by through bolts from the engine bed. There are six valves in each head, two exhaust, two air inlet, one air starting and one injection valve. Rocker arms are operated direct from camshaft which is located overhead at one side and entirely enclosed.

Cylinder Liners. Of high-strength ferrous metal of 55,000 lbs. tensile strength and very hard, approximately 275 Brinnell, accurately machined and ground. Liners are bolted to heads and are sealed in the water box, top and bottom, by rubber rings.

Exhaust Manifold. Of copper water jacketed, tinned inside and out.

Frame. Is a single casting of non-corrosive aluminum alloy, strongly webbed and exceptionally deep. The construction insures extreme rigidity and allows sufficient space for large hand holes. The top of frame is machined to receive the water jacket, a one-piece casting extending the full length of the engine. Plunger fuel pumps, in an oil tight housing, are mounted on the inboard side. An all bronze gear water pump with external aligning gears, is mounted on the outboard side against the water box and under the exhaust manifold from where it is driven at engine speed from a sprocket in the chain system. Fuel transfer pump, lubricating oil scavenging and pressure pumps are located on the same side of the engine and driven by the same shaft.

Fuel Oil Pressure Pumps. There are two plunger type fuel oil pressure pumps which raise the pressure of the fuel oil and a spring loaded safety valve maintains the required constant pressure. There is a common manifold with branch lines to each spray nozzle. The spray nozzles are held shut by spring loaded valve stems and are opened to admit fuel into the combustion chamber by cam-operated rocker arms.

Fuel Oil Pump. Of the reversible gear type which transfers fuel oil from main storage tanks to gravity tank.

Lubricating Oil Pump. Pressure pump is of the reversible gear type which pumps lubricating oil from the supply tank through the oil cooler and into the bearings of the engine.

Main Bearings. Steel shells lined with the best grade of tin base babbitt by the centrifugal process.

Oil Cooler. Condenser type with bronze shell and copper tubes. The tubes are fitted with copper spirals to agitage the oil while passing through. The Cooler is attached to the water box on the under side of exhaust manifold.

Oiling System. Lubrication is accomplished by pressure to all wearing surfaces. The oil enters the forward end of the crankshaft from the oil pump described above and passes through the entire length of the hollow crankshaft. At each bearing there is an opening admitting oil from the interior of the hollow crankshaft to each crank bearing and main bearing and at the point most suitable for perfect lubrication. The overflow oil from the bearings is thrown against the cylinder walls by centrifugal force and this lubricates the pistons and rings as also the wrist pin bearings.

Pistons. Special formula aluminum alloy, ground and polished, fitted with five double seal rings.

Wrist Pins. Of nickel molybdenum steel, case-hardened and ground to accuracy and held in the rod by a through bolt.

Rocker Arms. Fitted with hardened steel roller, running directly on cams and supplied with oil from the pressure system.

Scavenger Pump. Lubricating oil scavenging pump is of the reversible gear type which pumps all lubricating oil accumulating in the base and discharges it into the lubricating oil supply tank.

Thrust Bearing. Double self-aligning roller thrust bearing.

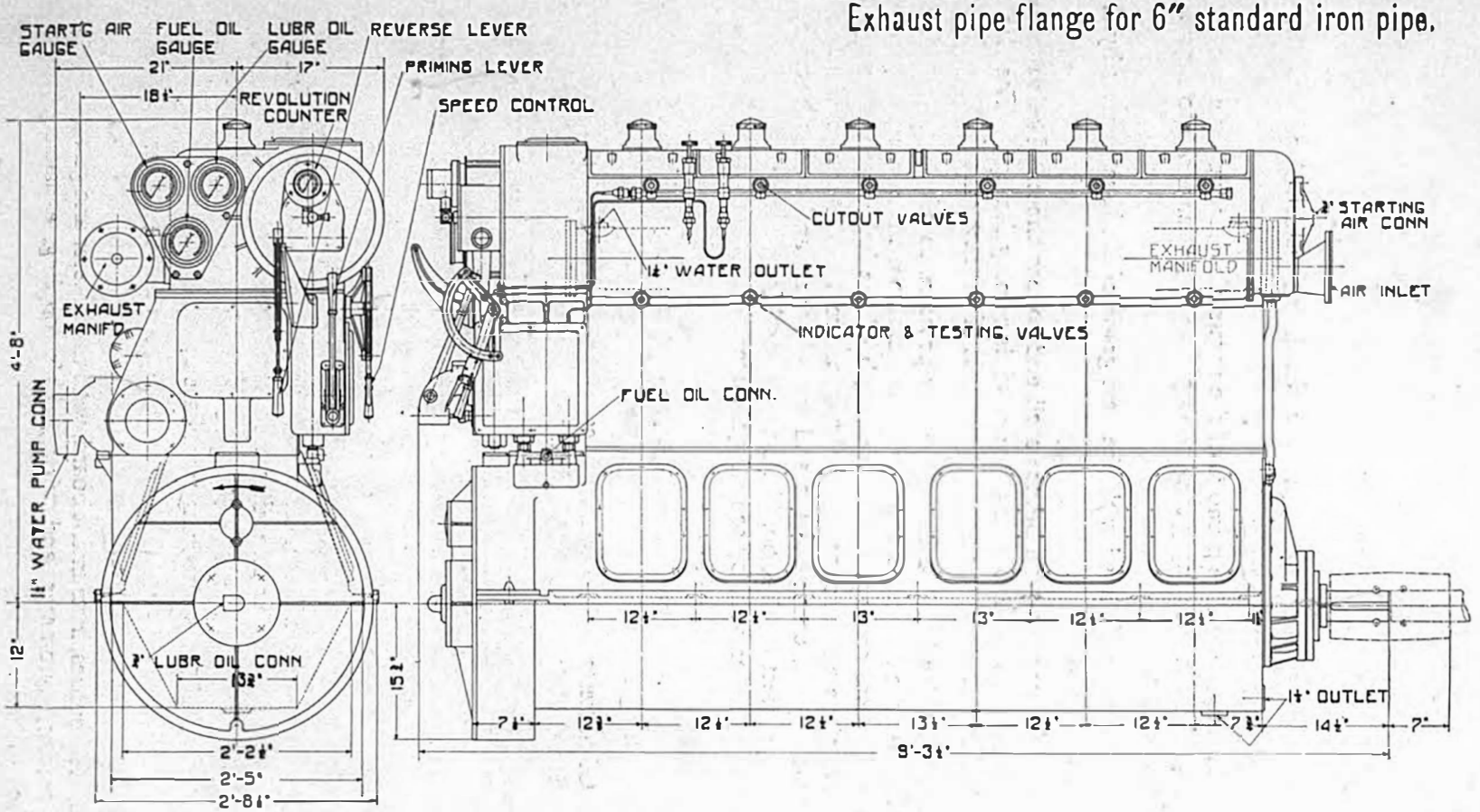
Valves. Exhaust valves of silchrome steel, inlet valves of chrome vanadium steel, operated by rocker arms direct from camshaft.

Water Jacket. A one-piece casting of high strength ferrous metal held rigidly in place by through bolts extending from base to cylinder heads.

Water Pump. Gray reversible bronze gear circulating water pump with external aligning steel gears.

Equipment. Air bottles, instrument board, with tachometer and gauges on engine, thermometer, pyrometer and wiring, shaft coupling, exhaust pipe flange, and set of tools.

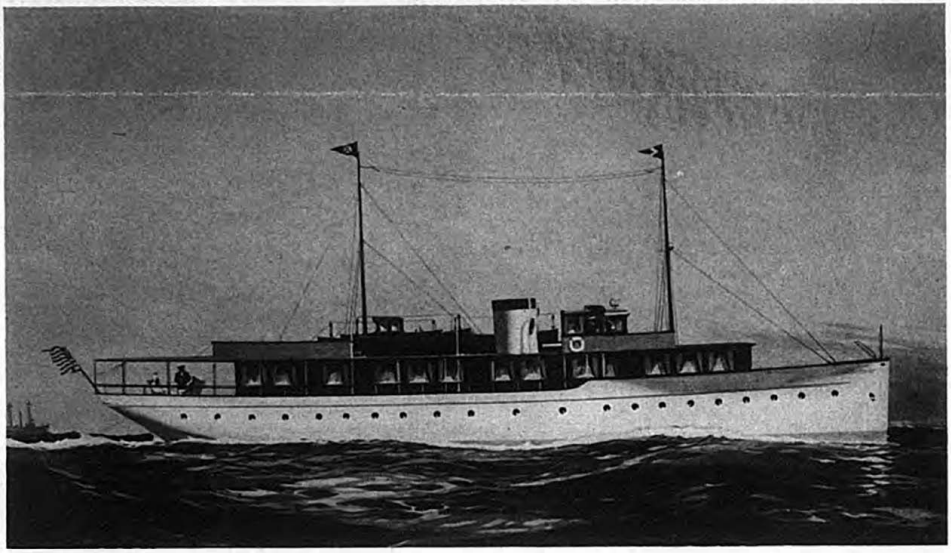
Shaft Coupling for 3½" diameter shafting.
Exhaust pipe flange for 6" standard iron pipe.



Installation Plan of 300 H.P. ~~Speedway~~ Diesel Engine, Model D.

The SKIPPER

VOL. IV ★ ★ DECEMBER, 1929 ★ ★ NO. 2



The
SKIPPER
"a close hauled sheet"

Published by CONSOLIDATED SHIPBUILDING CORPORATION
Morris Heights : New York

HEALTH : PLEASURE : SOCIETY : ROMANCE

Capt. Penguin's Quarter Deck

BY GODFREYS I want to caution you folks against the awful risk of loanin' your boats to people. What brought the matter to mind was that, contrary to a life-long habit, when I went away for a couple weeks last summer I told two of the boys that had been sailin' with me that they could take the sloop out now and then if they wanted to. They took her out alright, and one of them went to sleep on the wheelbox and run over a big log of driftwood or somethin'—I never rightly found out what. Knocked the shaft-log loose, bent the shaft, sheared the stuffin' box off and made the propeller look like somethin' that had been put through the wringer wrong end to.

They had to put her on the beach to keep her from sinkin' and there I found her when I got back. They'd done what they could toward repairin' the damage but I had to buckle down myself and finish the job, and lost a whole week's use of the boat just when I'd figgered to go off cruisin'. One of the fellers paid me his half of what money I had to lay out aside from the repair work I done myself, and I still have hopes that the other one'll do the same if his rich aunt ever dies, but what made me maddest of all was havin' the boat tied up just when I wanted her.

I don't like to be stingy, and when a feller's helped fit out a boat with you and strung along with you all summer it does seem sort of miserly to refuse to let him use her when you're away, but no more, by golly, unless maybe for a very few people.

Sam was talkin' a spell back about admittin' new members to the Cruisin' Club, where one of the requirements is that to be a member you got to be a real sailor, and Sam said somethin' I thought was pretty good.

"When they ask me about whether a certain man is fitted for membership," says Sam, "I always ask myself whether he's a man that I'd be willing to loan my boat to. If the answer is yes, I'll recommend him for membership—and I haven't recommended a great many."

They's only two kinds of men to lend your boat to. One kind is the feller that you figger is a better boatman than yourself, loves a boat enough to take as good care of her as you would, has cruised considerable in the particular boat you aim to lend him, and can afford to pay for any unavoidable damage that may be done.

The other—and this only applies in case you have a big boat with a competent professional skipper and crew—is the feller that don't know nothin' whatever about it and admits that he don't and will put himself entirely in the hands of your skipper. In which case he ain't likely to go no great distance nor travel under no risky conditions, judgin' from most of the experience I've had with paid yacht skippers when their owners wasn't aboard.

I used to know an old feller went skipper of a small schooner, Harvey Allen. Harvey was three years older'n Methusalum, but he was spry as a cricket and took great care of the schooner for the owner, a fine sort of feller that Harvey thought the world of.

Well, one summer the owner was goin' abroad for a couple months and he loaned Harvey and the schooner to a friend of his and told Harvey to take good care of his friend and see that he had everytbing he wanted. 'Bout six weeks after the owner departed I run acrost Harvey hidin' behind a pile of fish barrels on a dock at Edgartown, lookin' thirty year older'n he was, which would have made him well over a hundred, and wearin' a hunted look in his eyes.

"Ahoy, Harvey," I sings out in my usual beller.

"SHHHH," he says, scared like.

"What's wrong," sez I. "Been takin' short lobsters agin?"

"No," s'he, "I'm ahidin from that son of a sculpin that the boss lent the Frolic to when he went away. If he finds me he'll want to start off for Labrador or Jamaica or George Bank or some consarned place, and I don't want to go. I'm waitin' for Jim Tilton to come along with his car and take me up-island so's I can get a night's sleep.

[Continued on page 4]

Barnegat Bill's Reply

Dear Barnegat Bill—I haven't seen much in the papers yet about the Motor Boat Show this winter. Is there going to be one and, if so, when? I am planning to be married soon but I don't want that to happen till the Show is over. My fiancee might be more interested in a boat before she becomes my wife than after she finds out that I really cannot afford one.

I WILL WED

Dear Mr. Wed—May I offer you my heartiest congratulations.

Of course there will be a Motor Boat Show. It will be held as usual at the Grand Central Palace, and the dates are January 17–25.

And what a show it will be! I was talking the other day with Mr. Ira Hand, the jovial secretary of the National Association of Engine and Boat Manufacturers, who sponsor the Show, and he told me all about it. This is the Twenty-fifth Annual Show and so will be the Silver Jubilee. That surely will add to the enjoyment.

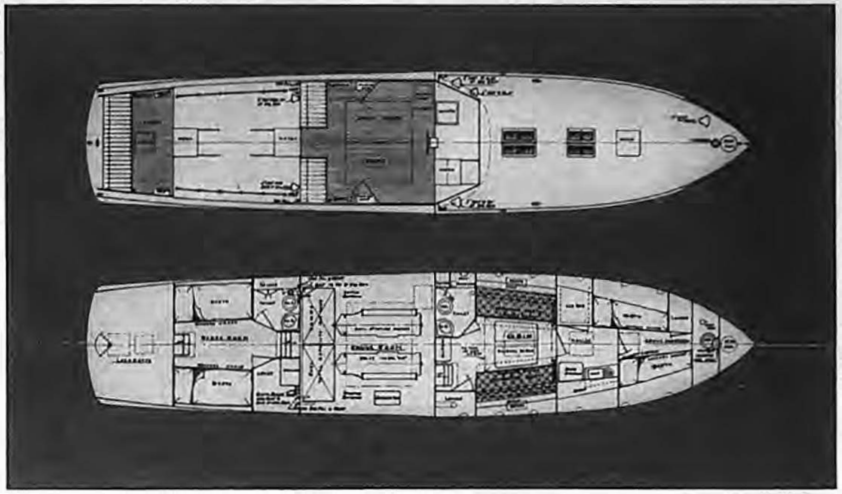
It is to be the biggest show yet, for we are going to use all the available room in the Palace. As you come in and go round the first floor, your eye will be all but blinded by the array of cruisers and heavy yachting Diesel engines. And the Consolidated booth will be among the grandest surprises of all.

On the second floor will be shown all the Runabouts. The third floor will have all accessories, and the fourth floor will contain a grand exhibition of engines, both inboard and outboard.

It certainly is fitting that the Silver Jubilee should see such a grand exhibition. If the industry grows any more, they will either have to add a few stories to the Palace or build us a new exhibition hall. I saw a suggestion in one of the Metropolitan papers a few days ago to the effect that they build such a new building up on Riverside Drive, so the show could have a marine setting. That isn't such a bad idea.

You come and let that lady of yours look around, and I'll guarantee your married life will be happier.

BARNEGAT BILL



Thanks to our friends who wrote in for the details of the new cruiser illustrated in this space last month. Now I'm showing everybody how this complete, fast, and able cruiser in fifty-five feet is arranged. A complete description is now available. Drop me a line.

The Skipper

Around the Clubs

GIBSON ISLAND CLUB

Gibson Island, which may be said to be leading the Chesapeake into the limelight as a yachting center, gets the Star class international championships next summer as a result of the victory of Graham and Lowndes Johnson who sailed Eel at New Orleans. The Johnsons hail from St. Michaels, on the Eastern Shore, but as St. Michaels isn't equipped to take care of the internationals it is understood that they will be sailed off Gibson Island, which assures those who take part in the series of a very enjoyable series and also assures the Gibson Island Club, which came into the yachting limelight with its two long-distance races in the past three years, of still more fame.

RED BANK YACHT CLUB

The scene of the 1930 Gold Cup races hadn't been definitely announced when this was written, but it was generally understood that Red Bank will get it again. The Columbia Yacht Club, represented by Mr. Richard P. Hoyt's Imp, won the cup again last season, of course, but the Hudson River is still too much cluttered up with driftwood and what not to make a good race course for high-speed craft, so the Columbia will probably get together with Red Bank as they did last year.

HAVANA YACHT CLUB

Havana's mid-winter race week, starting as a Star class affair pure and simple, promises to assume important dimensions in international yachting. This year, besides a great Star fleet from various countries, Havana expects to have six-meter boats representing Cuba, the United States, Spain, and France, and perhaps other countries, in the series which starts January 30.

NEW YORK YACHT BASINS ASSOCIATION

Speaking of driftwood and such, here is an organization that started work about a year ago and has been going ahead quietly but effectively to abate the driftwood menace. Thanks largely to the unceasing efforts of Montague Worthley, secretary of the association, who has enlisted the active co-operation of the Federal District Attorney's office, people who are apprehended in dumping piling and other potential flotsam and jetsam into the waters around New York are being rapidly convinced that the practice, while easy, doesn't pay very well. The association has a most imposing membership list of important millionaires who are tired replacing ruined propellers on their commuting yachts.

NEW ORLEANS ATHLETIC CLUB

A scout who recently returned from New Orleans reports a strong movement to establish a yachting department in the New Orleans Athletic Club. Of course, this is all in the future and nothing may come of it, but at present the Southern Yacht Club—second oldest yacht club in the United States and a very fine one—is the only one in New Orleans and it really seems as though there ought to be another just to keep up competition. New Orleans yachtsmen make Lake Pontchartrain, with its picturesque bayous, their headquarters, which gives them a sheltered, tideless lake for afternoon sailing and quick and easy access to the Gulf of Mexico by way of southern bayous and Mississippi Sound.

LARCHMONT YACHT CLUB

The rumor is flashing around that Larchmont will have a new flagship next summer. Harry Maxwell, the mite commodore, has disposed of Tara and is understood to be planning a new and larger craft.

YACHTMANAC

DECEMBER, 1929

SUN	MON	TUE	WED	THUR	FRI	SAT
MOTOR BOATING *Long Beach* CALIFORNIA — SO. CALIFORNIA OUTBOARD ASSOCIATION *Balboa, Cal.*	INTERNATIONAL AERONAUTICAL EXPOSITION *Chicago* DEC. 1 - 9 	The Public Health Service at Washington says that there are 120,000,000 rats in the United States. We wonder who took the census.	GOLF (Dec. 2-7) P. G. A. TOURNAMENT *Santa Barbara California.*	5	GOLF *Bermuda Open* RIDDELL'S BAY *December 6 & 7*	MOTOR BOATING San Diego, Cal. DEC. 7 & 8 — SO. CALIFORNIA OUTBOARD ASSOC *Lake Elsinore, Cal.* — FOOTBALL Georgia vs. Georgia Tech AT ATHENS
8 	POLO (DEC. 10 - 17) AUTUMN TOURNAMENT SAND HILLS POLO CLUB *Aberdeen, N.C.* 	11	12	FACTS FROM HISTORY Sir Francis Drake started around the world 353 years ago today	HORSE RACING *Oriental Pk. Havana* Today to March 31 — FOOTBALL So. California Carnegie Tech. *at Los Angeles.*	
SO. CALIFORNIA OUTBOARD ASSOC *Salton Sea, Cal.*  Two years ago today Col Lindbergh started his good will flight to South America	16	Cease, rude Boreas, blustering railer! List, ye landsmen, all to me! Messmates, hear a brother sailor Sing the dangers of the sea. G.A. Stevens	 WE GO FROM..... TO		DON'T TRY TO STAY UP ALL NIGHT TONIGHT ...IT'S TOO LONG	
22	23	GOLF FATHER & SON *Tournament* PINEHURST N.C. 	*Christmas! Wassail!* 	Tennis NATIONAL JUNIOR & BOYS' INDOOR CHAMPIONSHIPS 7th Regiment Tennis Club NEW YORK CITY	27	HORSE RACING *Agua Caliente* Lower California *from now till April 1st* 
Golf NEW YEAR'S *Tournament* DEL MONTE CALIFORNIA Dec. 29-31	30	Last chance to break your last year's New Year's Resolutions	SANTA 	IN 	THE 	SOUTH 

[*Continued from page 2*]

I ain't had one in weeks, the way that cuss has had me goin'.

"Why, that flat-footed, mud-headed so and so," goes on Harvey, warmin' up to the discussion of his temporary boss, "had ought to be in the booby hatch, but it looks like he'll have me there first. He's makin' the best of what time Mr. Hollins is away, and he's had us on the jump twenty-six hours a day. The few times he's come aboard sober he'a been drunk afore we got the anchor up, him and all his friends, and I never see a man with so many friends. He's scuffed all the varnish off the schooner and won't give us even a couple days off to fix her up. He run her plunk into a bell-buoy one day when I was below titrovatin' the motor, and another time he decided to take her out himself whilst I was uptown buyin' supplies and he run the motor without oil and durned nigh burned her up, so it's all I can do to make her run at all. Another time he insisted on steerin' and jibed her all standin' and bust the main boom. He's druv four cooks and three deck hands off the boat and word's got around about him so's 't I can't find another man to go with us."

"I'd quit, too," says Harvey, "only he'd probably take the schooner out himself and sink her, Mr. Hollins says, when he went away, I was to consider this cuss as his representative. Obey orders and break owners, as we used to say at sea, but by Jehoshaphat I'll say a word when the boss gets back."

And I guess he done so, for I ain't seen this feller sailin' aboard the Frolic since then.

All of which ain't important, but it just goes to show that your best friends ain't necessarily the best people to lend your boat to. Like I says before, "I ain't no miser nor nothin', but my days of lendin' boats is over, 'ceptin' to maybe one or two fellers that I'm dead sure of. Hope you are the same."

♥ ♥ ♥ ♥

RECIPE OF THE MONTH CLUB

FRIED SUCKERS

Cut suckers into portions for serving. Roll in bread crumbs and place in frying pan with plenty of fat. When cooked and nicely browned on both sides, serve hot.

TREIBER DIESEL ENGINE CORPORATION

CAMDEN, NEW JERSEY

January 21, 1930.

Hugh W. Davis, Esq.,
Apt. 1-D,
155 East 47th St.,
New York, N. Y.

Dear Mr. Davis:

Bob 'phoned me this morning that he would be here on Friday morning to attend the special Directors' meeting and stockholders' meeting for the purpose of disposing of the present authorized unissued stock, increasing the authorized stock from five thousand to fifteen thousand shares, and declaring a 100% stock dividend.

Now, Carl, Joy, Kettering and myself, have approximately twenty-two hundred shares of the thirty-eight hundred outstanding. Mr. Jacobs will take all of the present authorized unissued stock which is not taken up by the other stockholders. Carl is sending up enough money so that we will have control of the company by one share. However, between Joy, Kettering, Carl and myself, we are entitled to subscribe for a good deal more of the unissued twelve hundred shares than we are able to buy at this time, and, what I want to do is to get some of Carl's friends to take up as much of his portion, my portion, Joy's and Kettering's portion, as possible. This is being bought in at $65.00 a share and after this is completed the new stock which is being authorized will not be sold for less than two and a half times the present price.

Do you suppose you could get Dick Hoyt to take up ten, twenty, or possibly twenty-five thousand dollars worth of this stock, and possibly Caleb Bragg would take a little, and maybe there are some other people in New York that you could call on the telephone or communicate with? If you haven't the time to bother with this, just forget it. If, however, you can do this, Carl and I will appreciate it immensely and will endeavor to compensate you accordingly.

I have been working night and day down here until I am a little bit fagged and a little depleted of the energy I would like to have to get some of our friends into this while there is a good opportunity.

We are working on the statement that you have asked us for and it will be in your hands as quickly as possible.

Yours very truly,

TREIBER DIESEL ENGINE CORPORATION

O. D. Treiber, President.

ODT:FB

Port Washington

January 22, 1930.

Mr. Hugh W. Davis,
155 East 47th Street,
New York City.

Dear Hugh:

We have a lot of money invested in Bayview Colony. There are three splendid houses, and two are furnished. I don't want to sell at present the house which I use for an office but there certainly will be a demand for them this spring and we should get rid of the houses and the lots. I wish you would go out and size the whole situation up and get ready to move them.

Under some circumstances, it would be a shame to sacrifice these houses as there is going to be a real demand for them, probably in April or May, but just the same, see what you can do, and if necessary we will move them at a price. I don't want to anticipate any deal except to have cash in the bank, so I wish you would get on this job.

Also talk to Clem Keys and see if you cannot sell that Sands Point Second mortgage note. If there is a second mortgage note that is good in the State of New York, this one is good. If necessary, take a very substantial reduction on the value of the note, but I do want to sell it. Possibly Clem Keys can help you dispose of it. I would like to give him half of the proceeds, and if Clem wants it he can have $100,000. or the return.

If you can dispose of the Bayview Colony property and the note, it will be a good job.

Yours,

COF:T

155 EAST 47TH STREET
NEW YORK

January 27th, 1930.

Dear Skipper,

Bayview Colony

I have yours of the 22nd with regard to a sale of the Bayview property. I shall get in touch with Art Reid at once and see what I can do towards moving this property. Meantime, I should like from you some expression as to the price you think we should obtain, both for the houses and for the unimproved lots. Also, I should like you to write me why, in your opinion, you have been unable to move the property during the past five or six years. I can understand that there was little or no market for any real estate during the past two years, but there was a lot of activity in Port Washington shortly after this development was completed. It is attractive property and, if we can locate the reason for the past difficulty in moving it, we ought to be in a better position to accomplish something now. Let me hear from you.

Faithfully yours,

Hugh W. Davis

Mr. Carl G. Fisher,
Miami Beach, Florida.

February 10, 1930.

Mr. Hugh W. Davis,
155 East 47th Street,
New York City.

Dear Hugh:

Replying to yours of the 27th: Bayview Colony is very solidly and substantially laid out with splendid sewers, concrete roads, etc. The first lots were sold mostly to people who wanted to get into the Colony for swimming. For people who want athletics, the property is much more reasonable than any other property on the Sound. The upkeep as divided is unusually reasonable.

In my estimation, the lack of sales is just because there has been no buying of this kind in the past two or three years, but occasionally buyers do pick up property not nearly so well located as our property at approximately the same price. I think we had best get L'Ecluse's recommendations as he states he has sold some of the property at a high price. It might be best to give a rebate of $1,000. to some of the buyers. I am writing L'Ecluse for his comments.

Yours,

OGF:T

January 27, 1930.

Mr. Hugh W. Davis,
155 East 47th Street,
New York City.

Dear Hugh:

Bob just returned this morning and everything is in very fine shape with Treiber Company. A lot of orders and last week a test of a 6 x 7 diesel engine making 2,000 revolutions per minute, which is almost an unbelievable occurrence with diesel carbeuretion

The Motor Boat Show was a wonderful success for Treiber and a run-a-way from many angles, including orders, so we can feel the Treiber situation is entirely cleaned up as they have no bills outstanding and only one note with the bank, and $20,000. cash on hand.

I am going to wait until tomorrow, when Parke Haynes comes, to answer yours regarding the Club situation, and I think we will have another proposition to submit for LeBoutillier and Keye to mill over, which is very interesting.

Yours,

COF:T

Treiber

January 27, 1930.

Mr. Henry B. Joy,
201 Lake Shore Road,
Grosse Pointe Farms,
Michigan.

Dear Mr. Joy:

For your information; a meeting of the Treiber Diesel Engine Corporation was held on Friday, January 24th, at the office of Mr. Edward A. C. Porter in Philadelphia. An additional 1119 shares was subscribed at $85., of which Mr. Fisher subscribed for 524, leaving the stockholders as follows:

Carl G. Fisher	1380 shares	
C. F. Kettering, Inc.	112 shares	
Henry B. Joy	147 shares	
Robt. H. Tyndall	1 share	
O. D. Treiber	883 shares	2503 shares
John Jacobs	2497 shares	2497
		5000

Under the new arrangement, the Company has increased its capital to 15,000 shares, no par value, of which 10,000 shares of the the new stock will be given in exchange for the 5,000 shares of the old stock now outstanding. Five hundred (500) shares of the 5,000 remaining new stock is put in escrow, giving Mr. Treiber an option to purchase at $25. per share during the year 1930. The remaining shares (4500) will be kept in the treasury and sold as the Board of Directors or stockholders see fit to raise additional capital when necessary. This additional money just subscribed and paid in will pay all the bills and notes payable with the exception of $25,000 owing to the Camden bank, and supplies $20,000 cash on hand.

It is hoped to have the President of the New York Shipbuilding Corporation elected a Director, but as Treiber was unable to locate him to approach him, Mr. Edward A. C. Porter, member of the firm of Saul, Ewing, Remick & Saul, 2301 Packard Building, Philadelphia attorney for Mr. Treiber, was elected Temporary Director.

Mr. Porter is a very capable man and has considerable to do with reorganizing companies that are successful around Philadelphia. He became so interested in this company that he asked permission to approach the largest bank in Philadelphia and call their attention to what he considered a manufacturing plant with considerable future possibilities. His firm are attorneys for this bank.

All of the Preferred stock is now converted into Common, and also converted at par plus accrued interest for Common at $85.

Sincerely yours,

RHT:T

Robert H. Tyndall.

Treiber

January 27, 1930.

Mr. C. F. Kettering,
Detroit, Michigan.

Dear Mr. Kettering:

For your information; a meeting of the Treiber Diesel Engine Corporation was held on Friday, January 24th, at the office of Mr. Edward A. G. Porter in Philadelphia. An additional 1119 shares was subscribed at $65., of which Mr. Fisher subscribed for 534, leaving the stockholders as follows:

Carl G. Fisher	1380 shares	
C. F. Kettering, Inc.	112 shares	
Henry B. Joy	147 shares	
Robt. H. Tyndall	1 share	
O. D. Treiber	863 shares	2503 shares
John Jacobs	2497 shares	2497
		5000

Under the new arrangement, the Company has increased its capital to 15,000 shares, no par value, of which 10,000 shares of the new stock will be given in exchange for the 5,000 shares of the old stock now outstanding. Five hundred (500) shares of the 5,000 remaining new stock is put in escrow, giving Mr. Treiber an option to purchase at $25. per share during the year 1930. The remaining shares (4500) will be kept in the treasury and sold at the Board of Directors or stockholders see fit to raise additional capital when necessary. This additional money just subscribed and paid in will pay all the bills and notes payable with the exception of $25,000. owing to the Camden bank, and supplies $20,000 cash on hand.

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Mr. Porter is a very capable man and has considerable to do with reorganizing companies that are successful around Philadelphia. He became so interested in this company that he asked permission to approach the largest bank in Philadelphia and call their attention to what he considered a manufacturing plant with considerable future possibilities. His firm are attorneys for this bank.

All of the Preferred stock is now converted into Common, and also converted at par plus accrued interest for Common at $65.

Sincerely yours,

RHT:T

Robert H. Tyndall.

January 29, 1930.

Frances

Mr. Hugh W. Davis,
155 East 47th Street,
New York City.

Dear Hugh:

Your wire of the 28th is not entirely clear. By "eliminate all additional unoccupied residence", I suppose you mean residence property and other assets and only wish to include the hotel, golf club and yacht club. Wish you would write me further just what you have in mind.

Of course, I think the initiation fee of $2500. is much better, and, of course, a membership of 150.

Two Hundred fifty thousand dollars, payable June first, would be o.k. if the whole deal can go through properly. Wish you would outline more thoroughly what it is proposed to put in this first club set up or for the sale of two million.

Regarding the loan on all of the hotels: This may be arranged but will be rather difficult on account of the King Cole belonging to the Bay Shore Corporation and the Nautilus to a separate corporation. However, it may be this can all be arranged by retiring the bonds on both hotels. The present bonds are:

Flamingo	$350,000.
Nautilus	325,000.
King Cole	173,000.

Romfh is working on an entirely different set up and not particularly interested in any of the hotels set up here. I am enclosing a statement of the hotels as compared with last year.

Yours,

COF:T

Treiber

February 8, 1930.

Mr. Hugh W. Davis,
155 East 47th Street,
New York City.

Dear Hugh:

Fred Humpage has been here for several days and I have talked to him about the Treiber situation and he is going to take on the job of taking care of my interest with Treiber and also give Treiber some help.

Humpage has had considerable motor experience as he was for years with Packard and he left the Packard Company to come with me. I think now we can forget the Treiber situation altogether. The Treiber Engine Corporation has such tremendous possibilities that Treiber needs somebody like Humpage to help him, both in financing and for other tedious work that Treiber is now doing himself.

I have submitted to the stockholders a plan of giving ten per cent of my stock to Mr. Treiber, asking the others to do likewise. Treiber should have larger holdings in the business without being compelled to buy it. I have heard from Joy who is in favor of same. Kettering is away and I have not heard from Jacobs.

Jacobs has given the Company an order for an aeroplane engine at cost plus with an option to purchase twenty-five engines each year. We did not like to go into this deal if it was possible to avoid it but with a shortage of funds we thought it very good to go ahead with this deal with Mr. Jacobs.

We are going to have a reorganization as soon as Humpage and Treiber can work out a plan and I want to give you a little piece of stock in this company which should be worth a lot of cash some day in the future.

The statement which you received does not explain the details. A big part of all our sales cost is represented in drawings and engineering work and are real assets. For instance, the transaction with the Consolidated is all covered up in this statement; also a very large part of the expense is jigs and patterns which are absorbed, so that we are quite on a manufacturing basis.

Yours,

VGH:T

MEMORANDUM

FROM MR. FISHER

DATE February 8, 1930

TO Mr. Paul Kunschik.

SUBJECT Treiber stock

I want to assign a part of my stock in the Treiber Diesel Engine Corporation, as follows:

Margaret C. Fisher	100 shares
Frederic R. Humpage	130 shares
Robert H. Tyndall	50 shares
Parke G. Haynes	50 shares
Victor H. Ehrhart	25 shares
Cloyd B. Hewes	20 shares
Total	375 shares.

This stock is to be issued with a voting trust agreement being prepared by Mr. Muir. The stock is a personal gift from myself. Please arrange the assignment of stock at once.

CGF:T

PATRONS ARE REQUESTED TO FAVOR THIS COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE

ISSUED

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT. J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS

DL = Day Letter
NM = Night Message
NL = Night Letter
LCO = Deferred Cable
NLT = Cable Letter
WLT = Week-End Letter

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at

1930 FEB 14 AM 7 10

MZA128 145 NL=PHILADELPHIA PENN 13

CARL G FISHER=

MIAMIBEACH FLO=

CONFERENCE REDFIELD MONDAY AND TODAY ALSO MOORES AND BANKS ATTORNEYS REDFIELD WIRING YOU TONIGHT STOP BANK STARTED FORECLOSURE JANUARY TWENTY SEVENTH RETURNABLE FEBRUARY SEVENTEENTH STOP BANK WILLING REINSTATE MORTGAGE UPON PAYMENT BY MOORE OR YOU AMOUNT NOW DUE STOP MOORE IN CALIFORNIA HIS ATTORNEY SAYS WILL ARRIVE HERE FEBRUARY TWENTY EIGHTH AND WILL PAY WITHIN WEEK AFTER ARRIVAL HAS REQUESTED TWENTY DAYS ADDITIONAL TIME BANK INCLINED TO GRANT PROVIDED YOU APPROVE STOP DEFAULT FIRST MORTGAGE AUTOMATICALLY MAKES FULL AMOUNT DUE ON YOUR MORTGAGE STOP IF POSITIVE MAKING CASH SALE MAY BE ADVANTAGEOUS START FORECLOSURE PROCEEDINGS NOW AS TAKES APPROXIMATELY SIX WEEKS TO COMPLETE ALTHOUGH REDFIELD CONSIDERS THAT RATHER HARSH I SUGGEST CONSIDERING POSSIBILITY MOORE BEING UNABLE MEET LARGE PAYMENT DUE YOU MAY SIXTEENTH CAUSING ADDITIONAL DELAY AND LOST OPPORTUNITY TO SELL STOP HAVE APPOINTMENT TREIBER TOMORROW FRIDAY MORNING ANY FURTHER DESIRED WIRE ME CARE TREIBER=

FRED. Humpage

BY DIRECT WIRE FROM

1223S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT J. C. WILLEVER, FIRST VICE-PRESIDENT

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MZ1 50 NL=PHILADELPHIA PENN FEB 25 1930 Trieber

CARL G FISHER=

HAVE NO DOCUMENTARY PROOF THAT I AM REPRESENTING YOUR INTERESTS HERE SUGGEST YOU FORWARD POWER OF ATTORNEY GIVING ME SUCH POWERS YOU DESIRE I HAVE FOR USE IN EVENT ANYTHING DEVELOPS WHERE MY AUTHORITY MAY BE QUESTIONED BY ANYONE OTHER THAN TRIEBER WITH WHOM I AM WORKING IN PERFECT HARMONY=

FRED 846A FEB 26.

PATRONS ARE REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE

Form 1206-A

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		CABLE LETTER	
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT — J. C. WILLEVER, FIRST VICE-PRESIDENT

NO.	CASH OR CHG.
	CHECK
	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

FI 24 DL CGFP FI MIAMI BEACH FLO FEB 26 1930

FRED R. HUMPAGE TREIBER DIESEL ENGINE CORP. CAMDEN NEW JERSEY

POWER OF ATTORNEY TO ENABLE NOU TO REPRESENT MY INTERESTS AND BE ABLE TO SPEAK WITH AUTHORITY BEING DRAWN UP WILL FORWARD YOU IMMEDIATELY

C. G. FISHER.

RHT:T

TREIBER DIESEL ENGINE CORPORATION
CAMDEN, NEW JERSEY

February 26, 1930.

Mr. Carl G. Fisher,
Miami Beach, Fla.

Dear Mr. Fisher:

Although I have only had a week's time in which to familiarize myself with the conditons, etc. at the plant of the Treiber Diesel Engine Corporation, I am making this preliminary report relative to conditions and prospects as I now see them.

Mr. Treiber, the president, has given me a free hand and every opportunity to investigate and become familiar with all that pertains to the business and at no time has there been any indication of a desire to withhold anything.

I am convinced, after very careful investigation both in and outside of the organization, that Treiber is most capable, honest, sincere and efficient and that insofar as the subject of Diesel engines is concerned, that he knows the subject as well or better than any one else in this country, and that Diesel engines designed and built at the Treiber Diesel Engine plant are superior, particularly as regards light weight and small dimensions per horse power produced and general efficiency.

There are some conditions which can and should be rectified as soon as possible:

First. Additional working capital should be provided.

Second. Treiber should be relieved of the responsibilities of financing, manufacturing, purchasing, selling, all of which he has been obliged to assume in addition to those of engineering and development. In other words, Treiber should be a free lance and devote his entire time, thought and attention to engineering and the further development and refinement of the corporation's present products, and producing such other types of similar products for which there is a sufficient demand as to make their production worth while.

Treiber's greatest value to the corporation is his known ability, knowledge and skill in the designing and developing of Diesel engines. In my opinion, he is at present about two jumps ahead of his competitors and if this condition is to be maintained, it will require all of his thought, time and attention. Never before have I known of

an inventor orengineer who has handled the affairs of a corporation such as this and been able to accomplish what Treiber has accomplished here so successfully and on such a limited capital as he has had at his disposal. He has handled the affairs of this corporation with skill and in a very practical way. No serious or fundamental errors have been made. Therefore, in my opinion, Treiber is the corporation's present greatest asset and every effort should be made to relieve him of the burden which he has been carrying. Not only do I suggest this from the standpoint of the effect which these additional burdens may have on Treiber's health, etc., but also as a protective measure insofar as the corporation's interests are concerned, for it is not wise to have any one man in the organization whose illness or demise would seriously affect the corporation's business and interests.

It is true that Treiber has and is doing everything possible to strengthen all departments in the organization but up to now lack of proper financing has retarded his progress in that direction. He appears to have surrounded himself with assistants of ability and they seem intensely loyal. Some of them have taken on more work than they can handle efficiently but they are doing all that is humanely possible under prevailing conditions to develop a successful business. The fundamentals are sound but, in my opinion, additional financing is required to protect the business and derive the greatest benefit from your present assets, which consist of Treiber and the work which he has done and the development of several different types and kinds of generating sets and marine engines for all of which there appears to be a present and constantly increasing demand. A step in the right direction with a view to protecting the company's interests, has been taken by insuring the life of Treiber for $100,000.00.

With additional working capital, the corporation is now prepared to consider a production program and, in my opinion, the evidence at hand warrants immediate action, as there are certain types and models of generating sets and marine engines for which there is a constant and increasing demand and in connection with which the development work has been completed to the point of having definitely proven the efficiency of this equipment. Final drawings have been prepared; parts made or bought in accordance with these drawings and one or more engines of each type have been assembled, tested and proven under load. All patterns, jigs and tools are in process of manufacture or have been completed on practically all of the following:

7-1/2	K.W. Generating Set
35	K.W. Generating Set
50	K.W. Generating Set
65	H.P. Diesel Marine Engine
100	H.P. Diesel Marine Engine
150	H.P. Diesel Marine Engine
225	H.P. Diesel Marine Engine
300	H.P. Diesel Marine Engine
3000	H.P. Diesel Marine Engine
450	H.P. Diesel Marine Engine
600	H.P. Diesel Marine Engine
750	H.P. Diesel Marine Engine

Other than finances, I should say the weakest link in the chain is the sales organization. It is not my intention to reflect upon any member of the organization, sales or otherwise, and proper consideration should be given to the fact that up to now the sales department has had comparatively little to sell on which reasonable prompt delivery could be made. Nevertheless such information and records as are available indicate that the sales work has not been developed as aggressively and systematically as it should have been and it is necessary to immediately institute an active sales campaign, properly planned and supervised, and in referring to sales I include not only sales to individuals but to boat and yacht builders, naval architects, exporters and direct foreign sales and sales connections, not overlooking the important feature of selling manufacturing rights to foreign manufacturers and thus securing for ourselves numerous acknowledgments in these several countries of our patents, both issued and pending. As a matter of fact, a persistant effort should be made to increase the number of builders of Diesel engines in this country to enter into a contract with us similar to the one which we now have with the Consolidated Shipbuilding Corporation, whereby they acknowledge the validity of the corporation's patents and pay a royalty on all Diesel engines manufactured by them which are made in accordance with the plans and specifications furnished by us. This matter has already been discussed with Mr. Treiber and he and I have a well defined plan for correcting and improving conditions in this department.

Other departments can and will be strengthened and without doubt conditions would have been materially improved had the corporation been able to work on a production basis instead of doing custom work along with development work, etc. The fact that the corporation has been able to show a profit during this development period speaks well for Treiber and his organization and is conclusive proof of the soundness of the proposition as a whole.

Such analysis as I have been able to make during the short time I have been here convinces me that present costs mean nothing as regards the future and I am satisfied that both material and manufacturing costs can be reduced from 25 to 33-1/3% and in some instances almost cut in two, if the shop is put on a reasonable production basis, and the shop and general overhead need notbe materially increased until such time as increased production over and above production plans numbered 1, 2 and 3 (which I will later suggest) has been enlarged by adopting production plan No. 4 as later referred to.

Now as to what is being done to improve conditions:

First. Treiber has requested that I take over the financial and purchasing departments and generally assist him so that he may be relieved of these burdens, and I have agreed to do this together with anything else that I can do to help relieve him.

Second. It is proposed, for the time being, that Treiber per-

sonally devote some of his time to the major items of sales, I to assist him in the details of organizing a first class organization which will produce maximum and satisfactory results, the ultimate object being to relieve Treiber of all sales work and worries.

Third. Treiber has had to devote a great deal of time to personal supervision of manufacturing, testing, etc., also to the training of a shop superintendent, foremen, and particularly men who must be expert in Diesel engine construction, performance, etc., and he now has men being groomed by him for each one of these important positions so that he will within a reasonable time be relieved of the burden of shop management, production, etc., and will be called upon only to act in a consulting capacity.

Fourth. It is proposed to secure the services of a competent engineer, thoroughly versed in Diesel engine construction who will be amenable and not too thoroughly saturated and impressed with his own knowledge of the art of Diesel engine construction. In my opinion, Treiber has something on most of the others who have and are designing and developing Diesel engines, therefore, his assistant must be one who will absorb Treiber's knowledge and experience and follow out Treiber's ideas rather than the making of his own ideas paramount to Treiber's. In other words, Treiber should have an understudy who is competent and sufficiently well informed so that he can carry on the work in the event of Treiber's illness, etc.

Fifth. I suggest that a portion or the whole of the unsold capital stock now in the corporation's treasury, be sold to interests favorable to the present majority stockholders, so that sufficient working capital be provided to permit the corporation immediately starting a production program along the lines of plans numbered 1, 2, 3, or 4, as hereinafter outlined, and in preparing these plans and in determining the costs, the present cost figures have been used only as a guide, therefore the costs as shown in each of the plans is an "estimated cost" based upon the production of a given number as shown in each plan. All cost figures have been prepared for the writer by Mr. Treiber. Although my knowledge, as regards this particular business, is of course, very limited, I have carefully followed Mr. Treiber's method of computing costs and his general directions and I believe these costs fairly represent the costs which should be met when the materials are bought and manufactured on a production basis.

Sixth. Production Plan No. 1

Model No.	Quantity	Description	Estimated Cost each	Total Cost	Total Gross Sales Price	Est. Gross Profit
C-1	1	7½ K.W. Generator Set	1470.	1470.	2000.	530.
C-4	1	35 K.W. " "	3950.	3950.	5600.	1650.
C-6	1	50 K.W. " "	5100.	5100.	7250.	2150.
CR-4	2	65 H.P. Marine Engine	2750.	5500.	8450.	2950.
CR-6	4	100 H.P. " "	3500.	14000.	24000.	10000.
DR-6	4	150 H.P. " "	4400.	17600.	30000.	12400.
DR-12	2	300 H.P. " "	7450.	14900.	30000.	15100.

Sixth. (Continued)

Model No.	Quantity	Description	Estimated Cost each	Total Cost	Total Gross Sales Price	Estimated Gross Profit
E-6	2	225 H.P. Marine Engine	6250.	12500.	23000.	10500.
	17			75020.	130300.	55280.

Less 20% discount on Gross Sales price of $130,300.00 (maximum discount allowed to anyone) 26060.

Estimated net profit $29220.

Seventh. Production Plan No. 2 (Same comments as No. 1 except quantity increased).

Model No.	Quantity	Description	Estimated Cost each	Total Cost	Total Gross Sales Price	Estimated Gross Profit
C-1	3	7½ K.W. Generator Set	1400.	4200.	6000.	1800.
C-4	1	35 K.W. " "	3950.	3950.	5600.	1650.
C-6	1	50 K.W. " "	5100.	5100.	7250.	2150.
CR-4	4	65 H.P. Marine Engine	2625.	10500.	16900.	6400.
CR-6	6	100 H.P. " "	3320.	19920.	36000.	16080.
DR-6	6	150 H.P. " "	4200.	25200.	45000.	19800.
DR-12	3	300 H.P. " "	7140.	21420.	45000.	23580.
E-6	2	225 H.P. " "	6250.	12500.	23000.	10500.
	26			102790.	184750.	81960.

Less 20% discount on Gross Sales price of $184,750.00 (maximum discount allowed to anyone) 36950.

Estimated net profit $45010.

Eighth. Production Plan No. 3 (Same comments as No. 1 and 2 except quantity again increased).

Model No.	Quantity	Description	Estimated Cost each	Total Cost	Total Gross Sales Price	Estimated Gross Profit
C-1	3	7½ K.W. Generator Set	1400.	4200.	6000.	1800.
C-4	2	35 K.W. " "	3780.	7560.	11200.	3640.
C-6	2	50 K.W. " "	4900.	9800.	14500.	4700.
CR-4	4	65 H.P. MarineEngine	2625.	10500.	16900.	6400.
CR-6	10	100 H.P. " "	3175.	31750.	60000.	28250.
DR-6	10	150 H.P. " "	4000.	40000.	75000.	35000.
DR-12	3	300 H.P. " "	7140.	21420.	45000.	23580.
E-6	2	225 H.P. " "	6250.	12500.	23000.	10500.
				137730.	251600.	113870.

Less 20% discount on Gross Sales price of $251,600.00 (maximum discount allowed to anyone) 50320.

Estimated net profit $63550.

Ninth. Production Plan No. 4 (Same comments as Plans Nos. 1, 2 and 3 except quantity increased).

Model No.	Quantity	Description	Estimated Cost each	Total Cost	Total Gross Sales Price	Estimated Gross Profit.
C-1	3	7½ K.W. Generator Set.	1400.	4200.	6000.	1800.
C-4	4	35 K.W. " "	3600.	14400.	22400.	8000.
C-6	2	50 K.W. " "	4900.	9800.	14500.	4700.
CR-4	6	65 H.P. Marine Engine	2500.	15000.	25350.	10350.
CR-6	25	100 H.P. " "	3100.	77500.	150000.	72500.
DR-6	25	150 H.P. " "	3900.	97500.	187500.	90000.
DR-12	3	300 H.P. " "	7140.	21420.	45000.	23580.
E-6	2	225 H.P. " "	6250.	12500.	23000.	10500.
				252320.	473750.	221430.

Less 20% discount on Gross Sales price of $473,750.00 (maximum discount allowed to anyone) 94750.

Estimated net profit $126680.

Tenth. At the close of business February 24th, the current assets were:

Cash in Bank	4179.11	
Accounts Receivable	19944.50	
Unpaid stock subscription	11655.00	$35778.61
Current liabilities (including Pay Rolls to 3/1)		113183.75
Excess of Current Liabilities over Assets		$77405.14

FINANCIAL REQUIREMENTS:

To provide funds for liquidating present Liabilities as above	$75,000.00
To provide funds for developing engines for industrial purposes, etc.	50,000.00
Total capital required to provide for Current Liabilities and Development	$125,000.00
Additional working Capital for Production Purposes as per Plan No. 1	75,000.00
Development and Production Plan No. 1	200,000.00
Add Additional working Capital for Production of Plan No. 2 as substituted for Plan No. 1	25,000.00
Total Capital required to provide for Current Liabilities, Development and Production Plan No. 2	225,000.00
Add Additional working Capital for Plan No. 3 as substituted for Plan Nos. 1 and 2	40,000.00
Total Capital required to provide for Current Liabilities, Development and Production Plan No. 3	265,000.00
Add Additional working Capital for Plan No. 4 as substituted for Plans Nos. 1, 2 and 3	35,000.00
Estimated Total Capital required to provide for Current Liabilities, Development and working Capital for Plan No. 4	$300,000.00

From the above you will note that if sufficient working capital is provided to put plan No. 4 into operation that the estimated net profit is approximately 50% on cost and in an effort to be safe I have deducted the maximum dealer's discount of 20% on total gross sales, thus eliminating any sales made by our own sales organization. A production program as per plan No. 4 would take from five to six months to complete but if duplicated later on when the entire organization is functioning at maximum efficiency, should be completed in three to four months, the estimated capacity of the shop being about one complete engine per day or a gross business of $1,000,00.00 per year. While it has been impossible for me to obtain accurate data there is no question that the corporation has lost many sales because it could not make prompt deliveries, the amount of sales lost being variously estimated at from $250,000.00 to $500,000.00. I am told this applies particularly to the small marine engines and generating sets and where engines are sold to replace gasoline engines in existing boats, I know from personal experience and observation that a number of sales have been lost within the last week due to our inability to promise delivery within the required time.

The corporation has dealer agencies in the United States as follows:

New York City	Smith-Meeker Engineering Co.
Washington, D.C.	Commercial Engineering Co.
Miami, Florida	Llewellyn Machinery Corporation
Houston, Texas	Oil Industry Engineering Company
Southern California	Charles E. Smith, Los Angeles
Northern California	Thomson Machine Works, San Francisco.

Agencies being negotiated as present and pending:

Boston, Massachusetts
Detroit, Michigan
Chicago, Illinois
Seattle, Washington

Foreign Agencies closed:

France
Spain
Holland
Noway
Turkey
Argentina
Paraguay
Uruaguay

Foreign Agencies Pending:

Ecuador (contract in transit)
Poland " " "
Finland
Great Britain (contract in transit
British Columbia " " "

Domestic Boat Builder Accounts:

Purdy Boat Company, Port Washington, Long Island, N. Y.
Consolidated Shipbuilding Corporation, Morris Heights, New York
The Humphreys Shipbuilding Corporation, Keyport, N. J.
Herreshoff Manufacturing Company, Bristol, Rhode Island.
Frederic P. Humphreys, Inc., New York.

In 1929 the above mentioned boat builders produced orders totaling $213,844.00 net and just recently we lost a very attractive order from a boat builder because we could not meet the delivery requirements. I asked the sales department to check up on the inquiries and they have just reported that outstanding quotations indicate inquiries for over $5,000,000.00 worth of Treiber Diesel engines. What percentage will materialize in orders cannot be accurately estimated. The sales department are very optomistic and state that sales for 1930 "Should at least triple the sales of 1929". If they are correct 1930 sales should be close to $1,000,000.00.

After considering the above, will you please express yourself as to what action should be taken. It is my personal opinion that we should sell the remaining teasury stock to friendly interests and go ahead with production plan No. 4.

With kindest regards, I am,

Sincerely yours,

FRH:FB

CAMDEN NEW JERSEY
FEBRUARY 27, 1930.

Treiber

CARL G. FISHER,
MIAMI BEACH, FLORIDA

VALUE SHIPMENTS THIS MONTH		$ 61,000.00
" "	MARCH	248,000.00
" "	April	19,000.00
" "	May	12,000.00

LOSING LOT OF BUSINESS BECAUSE CANNOT MAKE IMMEDIATE OR PROMPT DELIVERIES. LARGE AMOUNT PROSPECTIVE BUSINESS IN SIGHT.

$200,000.00 Two Hundred Thousand will pay all outstanding obligations and working capital, including $50,000. for developments to produce Generators and marine engines which can be sold net for approximately$130,000.00, with net profit of $39,000.00.

$265,000.00 Two Hundred and Sixty five Thousand will pay all outstanding obligations and provide same amount for Development and additional working capital to produce engines which can be sold net for approximately $250,000.00, at a net Profit of $63,000.00.

$300,000.00 Three Hundred Thousand will pay all outstanding obligations, provide for development cost and additional working Capital to produce engines which can be sold net $475,000.00, at net Profit approximately $127,000. Last mentioned covers five to six months program.

Prospective Business, active inquiries	$250,000.00
Sales Department Estimate 1930 business	$ 1,000,000.00
Sales Department report all inquiries approximate	$ 5,000,000.00

New Development work proposed includes Diesel Engines for industrial purposes such as road building machinery, steam shovels, etc., Market large, competition practically nil.

Mack Truck here yesterday interested our producing engine for Trucks and Buses.

Pennsylvania Rapid Transit here for conference today interested engines for buses and Pennsylvania Railroad interested in engine for Rail Cars.

Carl G. Fisher,
February 27, 1930.

Good prospects doing business American Car and Foundry, Pocohontas Coal Company and other industrial concerns.

Henry J. Gielow, NavalArchitect, New York, said to be Cooper Bessemer Company's largest customer and disposing of seventy-five per cent Bessemers output, now asking us for quotations for first time.

New agency New York just established.

Negotiations progressing favorably largest dealer Diesel Engines in Boston.

Numerous less important but desirable domestic and foreign dealers indicating active interest in Treiber Diesel products.

Am convinced business now stabilized and prospects for future success absolutely assured.

Believe fair market price this stock fifty dollars ($50.00) per share.

F. R. HUMPAGE.

POWER OF ATTORNEY.

KNOW ALL MEN BY THESE PRESENTS, That I, CARL C. FISHER, of Miami Beach, Dade County, Florida, hereby constitute and appoint F. R. HUMPAGE, of Springfield, Hamden County, Massachusetts, my attorney for me and in my name, place and stead to transact any and all matters and business of any kind whatsoever arising in connection with the management, policy, business and affairs of Treiber Diesel Engine Corporation, a corporation now operating at Camden, New Jersey, and in furtherance and not in limitation of the general powers herein granted, I hereby make, constitute and appoint the said F.R.Humpage my true and lawful attorney and proxy with full power as said attorney and proxy to appoint a substitute or substitutes for me and in my name, place and stead, to vote upon any and all shares of stock of said Corporation standing in my name at any and all meetings, regular or special, of the stockholders of said Corporation and at any and all adjournments thereof, upon any and all matters and questions which may be presented and considered at said meetings or any of them, and to waive notice of special or regular meetings and to consent to and to enter into any transactions, contracts, reorganizations, recapitalizations, dissolutions, changes of name or other acts of whatsoever kind or nature requiring the consent of stockholders or for which the consent of stockholders is requested by said Corporation or by the Directors or officers thereof, as fully as I would be entitled to do if personally present, hereby ratifying and confirming all

that my said attorney or his substitute or substitutes shall lawfully do or cause to be done by virtue hereof.

WITNESS my hand and seal this 28th day of February, 1930.

Carl G. Fisher.

Carl G. Fisher.

Signed, sealed and delivered in the presence of:

W. E. Thompson

L. B. Hawes

STATE OF FLORIDA)
) SS
COUNTY OF DADE)

Before me, the undersigned authority, this day personally appeared CARL G. FISHER, to me well known and known to me to be the identical individual described in and who executed the foregoing power of attorney, and he acknowledged before me that he executed the same freely and voluntarily, for all the uses and purposes therein expressed.

Dated this 28th day of February, 1930.

W. E. Thompson

(seal)

My commission expires: Notary Public, State of Florida at Large My Commission expires Dec. 18, 1932

Treiber

March 4, 1930.

Mr. F. R. Humpage,
Treiber Diesel Engine Corp.,
Camden, New Jersey.

Dear Fred:

I enclose letter herewith from Mr. Smith, Kettering's secretary.

You know my arrangement to give ten per cent of my stock to you and to donate ten per cent of my stock to Treiber if the other stockholders would do so. Both Mr. Kettering and Mr. Joy are agreeable but Jacobs has never answered my letter.

I think the best thing we can do is to cast around and see if we cannot find a buyer for Jacobs' stock.

It is quite possible I will have a very satisfactory talk with Mr. Bendix here. Mr. Kliesrath and Mr. Bragg have been here and will be here tomorrow and both of them are anxious that Bendix acquire a very substantial interest in our Company. He is a good business man, sees the future, and has sufficient funds to carry us through in fine shape on quite an extensive program.

I hope Treiber can get a few days' rest. Will write you fully in the next day or two.

Yours,

COF:T

Treiber

March 21, 1930.

Mr. F. R. Humpage,
Treiber Diesel Engine Corp.,
Camden, New Jersey.

Dear Fred:

You know, when I got you mixed up in the Treiber Diesel Engine Corporation, I agreed to give you ten per cent of my stock, and I also agreed to give Treiber ten per cent. I asked you at the time to make out the papers. I am liable to drop dead on you most any time and you had better make out these papers immediately and send them to me to sign and I will have Bob o.k. them. I am giving away quite a bit of this stock to people I think a good deal of but I am taking particular care to see that all the stock is reserved as to voting rights to Treiber and yourself.

As soon as Cox's boat arrives here, which I hope it will in a short time, we ought to be able to pick up two or three orders.

Treiber is recovering. He caught three or four fish yesterday. If I had known what a nut he is about fishing, I could have had a lot of fish in the swimming pool already for him. He seems to have a lot of fun.

Next year the company should have, I think, a house here as a vacation house, and let all the principal employees who deserve it as well as the managers have a crack at this place. Firestone is doing this with great success and I think it would do a lot of good to the company to have a place. It is not too expensive and you can have this in your mind for next winter.

Yours,

OGF:T

TRUSCHER DIESEL ENGINE CORPORATION

BALANCE SHEET

June 30, 1926 to May 31, 1930

ASSETS

CURRENT:			
Cash on Deposit			8,984.15
Accounts Receivable			48,849.04
INVENTORIES:			
Stock Engines		1,000.00	
Finished Parts		105,579.16	
Castings		4,889.51	
Raw Material		9,121.64	
Work in Process -	Material	3,973.70	
" " "	Castings	20,115.35	
" " "	Labor	22,795.44	
" " "	Mfg. O.H.	15,153.79	
" " "	Gen. O.H.	5,108.64	187,737.23
TOTAL CURRENT ASSETS			245,570.42

FIXED ASSETS:	Cost	Reserve for Depreciation	Net Book Value	
Patents	6,340.86	656.99	5,683.87	
Mach & Eqpt.	93,330.63	8,249.02	85,081.61	
Tools, dies jig	40,855.13	2,526.23	38,328.90	
Patterns	79,160.71	9,825.77	69,334.94	
Drawings	66,431.46	8,200.69	58,230.77	
Furn & Fixt	3,475.49	395.47	3,080.02	
Dr. Rm Eqpt.	15,420.54	4,292.28	11,128.26	
Automobile	955.00	424.48	530.52	
TOTAL NET BOOK VALUE FIXED ASSETS				272,477.68

DEFERRED CHARGES:			
Sales Organization & Advertisng	13,675.76		
Expense. Less Amortization	2,507.23	11,168.53	
Stationary and Printing		1,136.09	
Prepaid Insurance		1,081.28	
Advance to Agents & Salesmen		300.00	
Research & Development		1,456.24	15,142.14
TOTAL ASSETS			533,190.24
Deficit to June 30, 1929	19,976.79		
Current Net Profit	15,646.85		
Deficit to June 30, 1930			4,329.94
			$537,520.18

TREIBER DIESEL ENGINE CORPORATION

Balance Sheet

ASSETS, Carried Forward		$ 537,520.18

LIABILITIES

CURRENT:

Accounts Payble	66,622.88	
Trade Acceptances - Payable	5,041.16	
Notes Payable, Bank	73,800.00	
Payroll Accrued	5,757.39	
Deposit on Stock Subscription	70.00	
NET CURRENT LIABILITIES		151,291.43

CAPITAL STOCK:

Authorized (15,000 shares Common, No Par)
Outstanding(10,766 " " " ") 274,090.00

Carl G. Fisher	2760	shares
C.F.Kettering, Inc.	224	shares
Henry B. Joy	294	"
Robert H. Tyndall	2	"
O.D. Treiber	1726	"
Irving A. Collins	766	"
	5772	"
John Jacobs	4994	"
Total	10766	"
O.D. Treiber, Option	500	"
In Treasury	3734	"
	15000	"

DEFERRED LIABILITIES:

Deferred Billing Uncompleted Contracts	112,138.75
NET LIABILITIES	$537,520.18

Approximate loss on High Speed Engines and parts delivered.

The deficit or the Treibar Diesel Engine Corporation from June 30, 1926 to June 30, 1930 amounted to $96,814.83 in accordance with the closing of the books for the fiscal year ending June 30, 1930. Considered in the above total are book profits made from the construction of engines and spare parts for Harold Vanderbilt, also payment by Consolidated Shipbuilding Co. under terms of contract for a set of drawings of F model 300 H.P. Diesel Engines and payment of royalties on 5 engines, made on the following basis.

Sales price of engines and spare parts.	$73,431.22
Cost to construct engines and spare parts.	60,496.89
Profit on Vanderbilt engines and spare parts.	12,934.33
Payment made by C.S.B.Co. for drawings.	10,000.00
Royalties on 5 engines	5,762.00
Total	28,696.33

Considering the total of $26,898.33 as listed above, also eliminating anticipated profits amounting to $87,781.98 made on engines built on Cost-plus basis and considering operating losses as follows.

To June 30,1927	$1,530.38	
" " 30,1928	8,681.68	
" " 30,1929	2,673.77	10,885.81
		$15,810.52

The loss on high speed engines and spare parts shipped and which cost of construction was based on 100% overhead whereas actual overhead was approximately 170% would amount to $112,625.35 to June 30, 1930 as follows.

Deficit to June 30, 1930		96,814.83
Profit made from other sources	26,696.33	
Less operating losses for 1927-1928-1929	10,885.81	15,810.52
Loss on High Speed engines		112,625.35

Plus operating loss from July 1,1930 to August 22, 1930 based on 100% overhead charges instead of 170%	18,621.70
Total loss on High Speed engines and parts shipped as outlined in this report.	131,247.05
Profit on Engines we built on Cost-plus basis not yet set up as a profit on books as contracts have not been completed.	87,781.98
Actual operating loss on High Speed engines as outlined.	218,629.03

This report made from the closing of the Company's books on August 22, 1930, subject to revision after August 22, 1930, due to possible adjustments inInventory, Creditor's Claims filed and unfiled, Contested Accounts Receivable and judicial action on other Contested Claims.

The News League
Dayton, Ohio

THE DAILY NEWS
DAYTON, OHIO
THE DAILY NEWS
CANTON, OHIO

THE DAILY NEWS
SPRINGFIELD, OHIO
THE DAILY NEWS
MIAMI, FLA.

Treiber

OFFICE OF THE PUBLISHER

June 26, 1930

My dear Carl:

Your letter is very interesting and I appreciate your going into detail.

I said to Dan last winter that you fellows were going to lose a lot of money at Camden if they didn't have this machinery refined before it went out. A thing as new as a 12-cylinder Diesel with its great potential possibilities certainly has a fortune within its reach, provided it performs. Treiber has continued to extol in "Yachting" advertising what the Diesels are doing in very high-sounding phrase, and the truth is that they have not been performing. It just strikes me that this is bad business, but it is none of my affair and if I am violating the proprieties, why, just charge the indiscretion to an interest in your welfare. It is needless to say that General Motors or Packard would not put a new motor into production until it had been driven thousands and tens of thousands of miles. Personally, I think Treiber is a great fellow, but he has become thoroughly obsessed with the idea that the thing he has on blueprint is ready for the market. If he were able to conceive a new thing and then consider the blueprint as the last essential to production, somebody would be paying him a million dollars a year. In the language of the Indiana philosopher, "There just ain't nobody like this." The truth probably is that you are having a lot of fun working the 'bugs' out of the thing. I hope so.

Dan is leaving Miami tonight. You probably know that three honest men have been elected to the County

Commission, which is the biggest thing achieved in Dade county in the last generation. In waste and crookedness the taxpayers have lost millions of dollars. Hawthorne was reelected. Pine got by because of the short vote. The Governor, of course, will not appoint him. The new set up, therefore, seems to guarantee an honest administration in the County Commission and the keeping of the two law-enforcing offices in straight hands.

All good wishes.

Sincerely yours,

J.M.-C

Mr. Carl G. Fisher,
Montauk, L.I., N.Y.

TREIBER DIESEL ENGINE CORPORATION

CAMDEN, NEW JERSEY June 27, 1930

Mr. Carl G. Fisher,
Montauk Beach Development Corp.,
Montauk, Long Island.

Dear Mr. Fisher:-

Referring to your letter of June 25rd. regarding transfer of $25,000.00 direct to me as Trustee, I have today received from the Fletcher American National Bank of Indianapolis, draft drawn on the Irving Trust Company of New York for $25,000.00 made payable to F. R. Humpage, Trustee.

These funds will be deposited in a separate account, subject to withdrawal by F. R. Humpage, Trustee or Carl G. Fisher. Bank signature card will be forwarded to you for your signature and return here so that the bank records may be complete.

It is, of course, understood that this money is Mr. Fisher's personal money and, in the event anything happens to me, Mr. Fisher having authority to withdraw the funds eliminates any possibility of the tying up of these funds in any way, by anybody, at any time. As a further protection, funds will be withdrawn from this account and transferred to the credit of the Treiber Diesel Engine Corp. only in the amount and at times when required to maintain the integrity, etc. of the Treiber Diesel Engine Corp. and when and as such funds are withdrawn from this account, a note of the Treiber Diesel Engine Corp. will be issued to you for the amount withdrawn from this fund, said note or notes being dated as of the date of withdrawal and drawing interest at the rate of 6% per annum.

Weekly statements will be submitted indicating to you, in a general way, for what purposes the funds so withdrawn have been or are being used by the Treiber Diesel Engine Corp.

While this is not entirely in accordance with your instructions inasmuch as you have suggested that a note for the full amount be issued to you by the Treiber Diesel Engine Corp., I believe that the method which I have outlined of issuing notes of the Treiber Diesel Engine Corp. at the time of withdrawal of funds from this account, will meet with your approval. Also, the method of having this account carried in the bank subject to withdrawal of funds by you or myself as Trustee, will give you an added protection.

TREIBER DIESEL ENGINE CORPORATION

CAMDEN, NEW JERSEY

#2

On my own behalf, I wish to make this reservation in connection with the handling of this fund or any subsequent deposits to this fund; namely, that, in the event of any change in the management other than is now arranged, I shall have the right to withdraw, as Trustee of this fund, by giving an accounting to you of the funds withdrawn subsequent to the last previous report which I may have made and issuing a check to you for the balance then in the bank remaining to my credit as Trustee, and that I shall be relieved of any further responsibility in connection with these several matters for which I have been made Trustee of the fund or funds referred to.

I would appreciate your confirming this so that our mutual interests and records may coincide and be complete.

Very truly yours,

F. R. Humpage

FRH:MH

P.S.: I am attaching hereto carbon copy of my letter of even date addressed to the Fletcher American National Bank.

F. R. H.

June 28, 1930.

Governor James M.Cox,
Dayton, Ohio.

My dear Governor:

I have yours of the 26th. You are certainly o.k. in your criticisms. Last week I cancelled all advertising. Also cancelled any more orders until we lick the engines we have.

I am not having so much fun working bugs out of this thing as I did at the beginning, as it is commencing to cost considerable money. However, we are not licked by a hellof-a sight. There is quite a lot of work to do, but with Humpage on the job, and together with Treiber knowing he has some time to lick this job, I think we are going to get some place.

Glad to see you elected three honest men in Dade County. There is no question of how many million dollars have been wasted, not always through crookedness but real boneheadedness which is just as bad as being crooked.

If the Governor appoints Pine, it is a crime, I think. Glad you think he won't do it.

Hope to see you and Dan soon. I have got quite a lot to talk to you about.

Yours,

CGF:T

The News League
Dayton, Ohio

THE DAILY NEWS
DAYTON, OHIO
THE DAILY NEWS
CANTON, OHIO

THE DAILY NEWS
SPRINGFIELD, OHIO
THE DAILY NEWS
MIAMI, FLA.

OFFICE OF THE PUBLISHER

July 5, 1930

Treiber

My dear Carl:

The ladder has been inspected and returned. You ought to know by this time that we know exactly what Purdy can do. Just why you would build a ladder to go down to look at a pair of no account motors that nobody wants to see, is past my understanding. Until you and Treiber learn to turn out a pair of motors that will run, you had better board up the engine room so that nobody can see it. However I am glad to have seen the ladder. It is very attractive. Purdy is a peach, but your motors -- well, I will not describe them because we have no paper here made of asbestos.

Sincerely yours,

J.M.C.

Mr. Carl G. Fisher,
Montauk, L.I., N.Y.

P. S. No. 1 Aside from this, I think your motors are fine.

P.S. No. 2 I just have a letter from Purdy in which he seems to be gaining confidence in the "Treibers that are always safe."

P.S. No. 3. Kind regards

TREIBER DIESEL ENGINE CORPORATION

CAMDEN, NEW JERSEY July 10, 1930

Treiber

Mr. Carl G. Fisher,
Montauk Beach,
Long Island, N. Y.

My dear Carl:-

I sincerely hope that Margaret is feeling a great deal better and that there has been a marked improvement in her condition since I had the pleasure of seeing you both on Sunday.

You will recall that word was passed on to you that Carstairs intended filing suit on Monday, July 7th. Before I left, I arranged with Tyndall to telephone here to the effect that I was in conference with you and would have something interesting to say to them upon my arrival here on Monday but no statement was made of what I might have to say. In any event, it worked and no suit was started. However, promptly upon my arrival I was interviewed by a representative of Carstairs and Foulke, who is related to Carstairs and has been taking a decided interest in the Carstairs matter. Foulke was the chap who telephoned you on Saturday to the effect that suit would be started on Monday morning. To make a long story short, I pointed out to them that starting the suit wouldn't get them anywhere. They would neither have their engines nor their money back because starting the suit would precipitate action on the part of the company's creditors which would undoubtedly result in asking Court assistance for the benefit of all of the creditors. That made an impression. Then they asked that I write a letter stating that if and when these engines were installed and they did not immediately operate satisfactorily, the Company would return their money and, while I didn't refuse outright to write such a letter, I negotiated with them and I haven't, or won't write any such letter. I do not propose to jeopardize the Corporation's contract agreement which such a letter might and probably would do.

One thing lead to another. We didn't have any heads here to replace the broken heads which had been previously installed on these engines. The pattern has to be changed to strengthen these heads and prevent a repetition of this trouble. It looks as if it was going to take about 3 weeks before we can supply new heads. On top of that, it will take another 3 weeks to install the engines in the boat so we agreed that we would ship the engines without heads to the boat builders so that the engines might be installed and that time saved while we were getting new heads made, machined and reassembled ready for installation. In other words, the length of time required by us to get new heads ready to install would approximate the length of time required by the boat builders to install the engines. The way it is now planed, both jobs can proceed simultaneously. While that wasn't entirely satisfactory to them, they however, agreed to it provided that we immediately shipped the engines and they insisted that one engine be shipped Monday and the other on Tuesday. They agreed to withhold any Court action if that were done. I finally compromised by agreeing to ship the first engine by noon Tuesday and the second engine Wednesday. They didn't think it could be done. In other words, they thought that they would have an opportunity to come back to us and say that all bets were off because we hadn't made good and

they would then be in a position to go ahead and start Court action but - we fooled them! The first engine was shipped at 1.10 P.M. Tuesday. They called up at about 1.30 to see if it had been shipped. In the meantime, between 12 and 1 o'clock, I wasn't in the office so that they couldn't reach me and the second engine left here at 8 o'clock last night so we have fulfilled our agreement with them relative to the shipping of these engines in accordance with the promises made. This defers any possibility of Court action providing they live up to the terms of the agreement as arranged on Monday, so that "mess" has been cleaned up. Our next job is to see that these heads are made, machined and ready to be installed in 3 weeks and we are going to do our level best to meet those conditions and, in the meantime, make a head that will stand up although, in my opinion, the head should never have been made in one piece. It is over 6 ft. long and that length of metal, honeycombed as it is with holes, there is bound to be an unequal expansion and contraction of metal, over such a large area, which is going to be mighty hard to control. As I understand it, when this head was designed, some of our present engineering department suggested that this head be made in two pieces instead of one, calling our President's attention to the fact that there was likely to be trouble of the kind which we have had with this particular casting.

The next problem which confronted me was that of straightening matters out with Mr. Treiber along the lines on which we talked. Naturally, O. D. was very much opposed to the idea. What time I had on Monday which was not spent in connection with the Carstairs' matter was spent with him. I was with him until 8 o'clock that evening. I don't know whether I got him to see the thing in the proper light or not but I surely did my best, being particularly careful not to hurt his feelings or to say anything unkind. One of the things that he most seriously objected to was the fact of our calling in any outside assistance if it was necessary in order that we might secure an unbiased opinion regarding any particular thing which we were doing here in the way of remedying the trouble on these engines which have all been returned to us. He took the position that he was the only man in the company that knew how to fix the trouble. In other words - "I am the King and can do no wrong". I am rather inclined to believe that when I finished with him, he was in a more receptive mood and was inclined to believe that everyone concerned were doing what, in their opinion, was for the best interest of all concerned including himself. It was the only way in which the directors, as a whole could and did meet on a common ground. The main object was to preserve the good name and good will, such as it is, of the Company and the reputation of himself and yourself, which reputations would be very seriously affected in the event that this company was placed in the hands of a Receiver; that you had just as much interest in offering to put up the $100,000.00 which you offered to put up, in seeing that his good name was preserved as you had as far as you personally were concerned. If you were to consider only your own interest in the matter that, from a financial standpoint, at least, you would be far better off if you refused to put any more money into the proposition.

We are watching every expense; cutting down when and where we can. We are making a very careful study of the causes of our trouble. Within the next day or two we should be able to arrive at a definite decision as to what is best to do. Treiber has suggested something. It didn&t look good to the other engineers here and it didn't look good to me for in the one case, while it strenghtened a weak part we offset that improved condition by drilling a number of holes in the frame which would weaken the frame. I suggested to Treiber that he give it more thought; I refused to go to the expense of having a lot of patterns made only to find that that we were as bad off then as we are now. In other words, what we do should not be snap judgment; it should be studied very carefully even though it takes a few days more to do it, then, if necessary, I want to call in some outside engineer to look over these two or three methods which we have devised and determine which, in his unbiased judgment is the best. If Treiber's method is best, we will do that way. If our other engineers' ideas are better, then that is the way it should be done. It isn't a question of anybody's personal feelings in the matter.

Since I talked with Treiber on this subject, he has devised another scheme and we are going to look that over this afternoon but none of the methods as yet devised, as I see it, can be used in connection with aluminum and the pair of engines for Purdy are aluminum so we have an additional problem there which does not apply in connection with the iron frames.

O. D. went to an S. A. E. meeting in New York Tuesday. Yesterday he was at the Consolidated Shipbuilding Corporation witnessing the trial trip of the Harkness yacht in which our Model I engines are installed. Today he planed to go to Cleveland to look at the pattern of a cylinder head for the Carstairs engines which pattern is being changed according to some ideas which he has in regards to the strength of these heads. However, he has not, in my opinion, studied the matter as carefully as he should and, as he made only just a few lines on the blueprint which we had here, we have no record here in the office of what these contemplated changes are. Our other engineers here have made a careful study of the heads which have broken and these changed drawings are being sent out by airmail to the foundry so that they will be there when Treiber gets there. He will then have the benefit of the combined knowledge and ability of our engineers here who have studied this in detail and who have arrived at a conclusion as to what should be done in the changing of these castings so as to provide further strength and eliminate the possibility of any further breaking.

Just one more thing, and that is Purdy's engines. I told you about the arrangement made with Purdy. I have had two conversations with Purdy. Purdy is hard-up. Proctor, the owner of the boat, won't advance any more money to Purdy. He refused, as you know, to accept delivery of the boat and the boat was left on Purdy's hands to sell to someone else. Subsequent conversations with Purdy and Proctor has caused Proctor to agree to take the boat if these engines can be fixed up and installed within a comparative short time. When Treiber and I talked with you and Purdy at Port Washington,

you agreed that we should give Purdy back the money that he had paid us for the engines. That was going to make it hard for you and for us and more money would have to be forthcoming immediately so, in my negotiations with Purdy I agreed that we would refund him, as be needed it, a certain amount, not to exceed $10,000.00; this money to be paid to him in small amounts from time to time until the entire amount of $10,000.00 had been refunded; that $10,000.00 representing the maximum amount of the refund so, instead of paying out $ 22,600.00, as per our talk at Port Washington, the amount has been cut down to $10,000.00 and Purdy is apparently satisfied with that arrangement and I have received a letter from him stating that he needs $5000.00 and I am mailing him a check tonight for that amount so that cleans up the Purdy matter without making it too burdensome.

The purchasers of the Tod engines have asked us to refund the money and our answer has been that we will make the engines good and we are not entertaining any suggestions of returning the purchase price. The MacMillan engines have been returned to us to be fixed up. These engines, you will recall, have not failed in service, but it was considered best to have them bbought back here so that this weakness could be remedied rather than to have MacMillan go to sea and experience the same trouble that Tod did.

I know you do not like long letters but I can't very well tell you what has been done in a short letter and I haven't had time, until now, to write since my return from Montauk on Sunday and even if I had written you on Monday the letter would have had to be as long as this one in order to have given you a true and correct picture of conditions. From now on I intend to write you frequently to keep you informed of just what happens and what progress we are making from day to day.

I hope that you have gotten some rest and that you are feeling a lot better and also, as I said before, that Margaret's condition is greatly improved and that, in fact, she is almost well again.

Sincerely,

FRH:MN

F. R. Humpage

Dear Fred:

I have yours of the 10th. I think I can see all the picture and what your troubles are. I thoroughly agree with any of your engineers that this head should not have been made of one piece. However, that is water over the dam.

Now, in regard to further advancements: any advancements I can make will be only in the nature of finishing up the engines you already have there and it must be over a considerable period. I cannot step out and get you one hundred thousand dollars on short notice; in fact, you will have to cut your appropriation bills for the additional $75,000. to carry you through for the delivery of these engines. If this cannot be done, then I cannot see any reason to go any further. It seems to me if you get down to the actual working payroll to correct the troubles you have, you can at least bring through the engines we have.

Now, I may get Cox to take over temporarily the Allison engines. If you can, load the Allison engines into the Cox boat so that you can send the boat and engines here to Purdy to install them and I can make arrangements with Purdy for the installation and the sale of the boat. A good many people are using gasoline engines, in spite of the progress with diesels. Three of the finest yachts in the harbor yesterday were gasoline and with large horse power, and from all appearances they worked quite nicely, though as we know, quite dangerous.

The best I can possibly do to help you out is to send you along about twenty thousand ($20,000.) a month, and if this won't carry you through on your present basis, there is no use throwing this much additional money in the outfit.

I wish you would make such arrangements as you can immediately to load the Allison engines in the Annabar and get them towed to Purdy's dock, first talking with Purdy and asking him whether he would rather have you ship the engines to him.

On second thought, rather than ship the engines, it would be much better to send them on a truck and make some arrangements to have a tug tow the boat to the dock. I think this will save time in getting this Cox boat and motors in good shape.

I wishyyou would write me a letter as to how you think things are coming. Is there a possibility of making a deal with Packard? If so, I hope you will continue some negotiations along that line.

Yours,

CGF:T

July 11, 1930.

Governor James M. Cox
Dayton, Ohio.

My dear Governor:

I have yours of the fifth and I agree with everything you have to say.

I am having the Annabar pulled back to Port Washington and when it comes time to install the engines we will bring them by truck. In the meantime, there is some little work to do on the Annabar and I am going to do this dolling up; and am also going to send over for a pair of Allison engines that we have at Treiber's and have them delivered immediately to Purdy and shined up. There is a possibility I may decide to stick these engines in the Annabar and sell her for you. I don't know that I can do this but I am not going to take any chances on missing a bet.

It may be three or four weeks before the outfit in Camden can get in shape. They have had so much trouble that they may go for a skate on Turtle Rocks, but let's hope not. The worst part of our trouble now is to handle Treiber and keep him from having a fit. However, don't worry; I have been through worse holes than this one.

Hope you are down this way soon.

Yours,

CCF:T

TREIBER DIESEL ENGINE CORPORATION

CAMDEN, NEW JERSEY July17, 1930

Mr. Carl G. Fisher,
Montauk Beach,
Long Island, N. Y.

Dear Carl:-

Replying to your letter of the 11th., we are sure having troubles. It is rather difficult to keep everybody satisfied and when I say everybody, that includes a "host" of creditors, all of whom have suddenly arrived at the conclusion that they need money. To get all of them to accept about 10 to 20% of what we owe them and be happy about it is something of a job but thus far we have succeeded fairly well as you will note from the report of expenditures of July 1st. to 8th. Our accounts payable, as you know, were approximately $73,000.00, material commitments, including crankshafts, something like $84,000.00 and notes payable, outside of what we owe you, $59,000.00.

Although it has been rather difficult to get our house in order and keep everybody satisfied and pulling together, at the moment it seems as if it has actually been accomplished and there appears to be a somewhat better feeling and team-work than at any time heretofore.

As previously advised you, the method suggested by Mr. Treiber to rectify the errors on the Cox, Tod and other engines, was not, in the opinion of the other engineers and myself, entirely satisfactory. Subsequently, at my earnest request, he changed his original plan. Then I secured the opinion of a first-class and practical machinist in Philadelphia who made some suggestions. Some of these suggestions were similar to those made by our own engineers but which did not, at that time, have Treiber's approval. While we were still discussing this matter, the President of the Providence Engineering Co. called on us. This man has had many year's experience in the building of steam engines, etc. He was known to Treiber. While he was here I suggested to Treiber that we get his opinion. We took him down into the shop and went all over it with him and he too approved some of the suggestions made by our other engineers. He even went a little further. He spent better than half a day with us. Treiber then became convinced that his ideas were not, in their entirety, correct. As a result an entirely new lay-out has been made which is now approved by all concerned as being the proper method of fixing up our present engines built with iron frames. The drawings have been completed and are now in the hands of the pattern maker; patterns will be completed on Saturday or Monday, go to the foundry on Monday, castings should be here the latter part of next week and work on the frames themselves I am planning to have done outside our own plant because work which we have done here has not been accurate (and this has been one of the causes of our trouble) and on these reconstruction jobs, all fits must be accurate. It appears to me that we can get the Cox engines out in about thirty days and I believe that when they do go out, they will be right.

TREIBER DIESEL ENGINE CORPORATION

CAMDEN, NEW JERSEY

#2

In your letter you suggest shipping to Purdy the two Allison engines. I didn't receive your letter until Monday morning and I immediately started an investigation to see if these Allison engines were together and I discovered that the water pumps had been taken off both engines and shipped out as repair parts. Then I started somebody to hunting around through all those several boxes of Allison parts to see if we could find pump parts so as to assemble pumps. Yesterday I was informed that it was impossible to find the necessary parts for two complete pumps and the cost of making two pumps would be $467.00 each. It will take about 5 to 6 weeks to get these pumps. Under the circumstances do you want the Allison engines shipped to Purdy, bearing in mind that the Cox engines will undoubtedly be ready for delivery by the time we could get pumps for the Allison engines.

Although we have, in my opinion, definitely and completely licked the job of fixing up the engines with the iron frames, we have not as yet been able to devise a satisfactory way of doing the same thing for the pair of engines for Purdy because they are aluminum. We have been able to do a welding job on the iron frames but we cannot weld aluminum. Treiber is now working on the problem of the aluminum frames. The method of handling the aluminum frames which has been suggested by others, he does not approve of. I am hoping however, by Saturday to get this job "licked". I am particularly anxious because Purdy is holding the bag and we must get these engines out for him as quick as possible. In fact I had a letter from Purdy this morning asking me when the Cox and Proctor engines would be ready. I can make a pretty close estimate on the Cox engines but can say nothing on the Proctor engines.

When VanSciver bought a pair of engines from us, we agreed to take in a pair of Buda engines for which we allowed VanSciver $2000.00. We have been trying to sell these and some Cummings generator sets but without success. However, yesterday we were able to sell one of the Buda engines for $850.00 cash and we have the money. VanSciver's engines were delivered to him about two weeks ago. Treiber agreed that we should do the installation work here. We are not particularly well equipped to do that class of work, however, we had to undertake it. The job was gotten out late Tuesday afternoon. The engines operated satisfactorily and the boat went down to Essington to have a smaller propeller installed. VanSciver called me on the 'phone yesterday and said that he was quite pleased with the way the engines operated; he would tell me more about it after they had been in service a little while.

The Navy have not, as yet, sent us a check for their engine which was shipped some six weeks ago. They have written us two or three letters complaining about the operation of the engine. I had some difficulty in getting Treiber to consider their complaint seriously. However, we sent a man down there on Monday night; he was there Tuesday and yesterday. Treiber drove down Tuesday afternoon and was there until last night. He reported to me this morning that no serious troubles were encountered and that the greatest trouble was dirt in the lines. He said they had used iron pipe where they should have used copper and the scale from the iron pipe had gotten into the line and clogged it up. He reports that they are entirely satisfied with what the engine pulled 104 to 108 H.P. and with a comparatively clear exhaust. This

engine, he states, is to be installed in a launch.

Our former superintendent, who was getting $500.00 a month, is no longer with us; Bremser (he is the man who fixed up the Cox engines at Miami Beach) is in charge of the factory and is doing a fine job. When we get to producing any more engines I am satisfied they will be made right. Bremser knows his job; knows Diesels and, with what suggestions I have been able to make, he has changed the entire atmosphere in the shop. What men remain are doing a day's work and doing it right. We are finding out lots of things about why we have not turned out good work here and are rectifying conditions so that these same errors will not occur again. As I said before, Bremser is doing a good job. The Company would have been far better off if he had been put in charge of the work down in the shop a long time ago. We are constantly cutting down on our force, first getting rid of the least competent workmen. When we start up again we will have the nucleous of a good mechanical organization.

Now - as regards finances - I note that $20,000.00 a month is what you propose sending provided we can carry on and get out these engines that have been sent back. There isn't any question about our being able to get along on that amount provided our creditors don't become too insistant. There is nothing coming in that is going to help carry the load. Our agreement with the bank was that when and as these unfilled contracts were completed and the balance due paid to us, we would reduce our bank obligations proportionately as for instance, we received a check for $9,000.00 this week from VanSciver. That $9,000.00 has got to be paid to the bank in reduction of our bank loan. When we get the Carstairs' job out, whatever we collect from him (there is a balance of $4500.00 due) has to be paid to the bank, so, as I said before, we haven't any income because we are producing nothing to speak of. I think that within the next two months we will have all of these engines re-built and ready to ship. It may take ten weeks before we get the last ones out but I think we can come pretty close to doing it in two months. Of course, after we get our castings in and so forth, we will have to increase our force a little because we are pretty close to "rock bottom" or will be by the end of this week because we have a pair of engines to get out for Bell of Atlantic City. These were originally to be aluminum frames but we got Bell to accept iron frames instead of aluminum. We anticipate getting his engines out in thirty days from now. In fact, we made him a promise of delivery about the 18th. of August. We have no other new work except a pair of Proctor engines to be shipped Purdy and a single cylinder generator set which is to be exported to Japan.

Now, as regards the Packard situation. As I told you, the door is still open. I can go back to Macaulay and discuss the proposition again but, as you know, McMillan has a pair of engines here. They were brought back from Consolidated Shipbuilding Corp. McMillan is a director of Packard. Until these engines are delivered to McMillan and operate satisfactorily, I question very much whether Macaulay will be favorably inclined for when I last saw him he questioned me quite closely as to the reason why McMillan's engines had not been equipped with governors, etc. and how long it was going to take. Now that McMillan engines are back here, it won't help matters any and, in addition, if I push the matter too hard and he should send somebody down here and see all

these engines dismantled and on the floor and with a skeleton crew operating in the shop, the report which he would receive wouldn't be very favorable. Just as soon as we get ready to re-assemble these engines and are active so that it looks as if we are building new engines, then the picture will be entirely different and I wouldn't hesitate to have someone come down here and look us over. As matters stand, I don't think it would be good business to push the matter too hard as far as Packard is concerned but I'll welcome any suggestions that you care to make either as regards Packard or anyone else.

There is $7500.00 left in the Trustee account. Some of this I will have to use the first of next week. If you can arrange to send us the whole or a part of $20,000.00 between now and the end of the month, it will eliminate any possibility of our running out of funds when we need them. You may rest assured that everything possible is being done to cut down expenses but it can't all be done at once although we are making pretty good progress in that direction.

If there are any points which I haven't covered in this letter in which you are particularly interested, let me know and I will answer immediately.

With personal regards, I am

Sincerely yours,

F. R. Humpage

FRH:MN

TREIBER DIESEL ENGINE CORPORATION
CAMDEN, NEW JERSEY

Aug. 5, 1930

Mr. Carl G. Fisher,
Montauk, Long Island.

My dear Carl:-

I am enclosing herewith a carbon copy of a letter which I sent to Jacobs on Saturday last. I thought it best to have a record of the promise made to me by Jacobs. Some people forget what they agree to do and with such folks it is always well to have a writteh record of it.

In any event, this puts the matter squarely up to Jacobs to make good his promise.

Very truly yours,

F. R. Humpage

FRHPMN

August 2, 1930

Mr. John Jacobs,
Watch Hill,
Rhode Island

Dear Mr. Jacobs:-

In order that there will be no misunderstanding regarding the situation here and my conversations with your good self, I think it best to put in writing the conditions as they are.

In the latter part of June, when we talked this matter over, you stated that if certain conditions were brought about, such as a change in the active management of this Corporation and that Mr. Treiber withdraw from such active management, that you would, shortly after the 4th. of July, advance to the Treiber Diesel Engine Corporation $25,000.00.

The conditions stipulated by you have been met and are in force, you having been informed of that fact at an interview which Mr. Foulke and the writer had with you this present week. The Corporation is badly in need of funds. Some of its creditors are pressing us for payment of their accounts. The $25,000.00 promised by Mr. Fisher has practically all been used up. Whatever portion remains will have to be used the forepart of this coming week. I therefore feel that it is quite proper for me to present these facts to you so that you may be fully informed, particularly as you have recently stated that you are not prepared to and did not then anticipate making payment of the amount which you stated previously you would advance this Corporation.

If anything should happen which would prevent this Corporation continuing in business due to our failure to immediately receive the funds as promised by you, it would seem as if the responsibility for such a condition would rest entirely upon your shoulders as Mr. Fisher has stated that he is willing to go along and make still further advances to the Corporation on a monthly basis but the amount which he can and will advance monthly is not, in the writer's opinion, sufficient in itself to permit of the Corporation carrying on and continuing in business.

Will you kindly reconsider and advise the writer immediately your final decision in the matter?

With the writer's personal regards, we are

Very truly yours,

TREIBER DIESEL ENGINE CORPORATION

FRH:MN

F. R. Humpage, Vice President

Watch Hill, R. I.
August 6, 1930

Mr. F. R. Rumpage
c/o Treiber-Diesel Engine Corp.
Camden, New Jersey

Dear Mr. Rumpage:

I most certainly resent your insinuation or statement rather that I agreed to subscribe 25,000 or any other sum. I have repeatedly told you and Mr. Foulke, and I have also gone on record with Mr. Fisher and General Tindale that it was impossible for me to put up any money at this time, but I hoped to be in a position to do so at a later date, but I again repeat that it is impossible at this time. As you very well know, I am in no way responsible for the present financial condition of the company.

Also, I wish to point out the fact that I am on record as having offered to purchase some 3,000 shares of the Common Stock of this company at $50.00 per share in March of this year. At that time, I was thoroughly convinced that a great deal of money was being wasted in operation and useless expenditures, and that new management was essential. I am quite certain had I been allowed to purchase the stock at that time, (March), the company would have been in a very different position than it now finds itself.

Very truly yours

J:M

Copy.
Carl G. Fisher

August 7,1930.

Mr.John Jacobs,
Watch Hill,R.I.

My dear Mr. Jacobs:-

I am just in receipt of your letter of the 6th addressed to me personally wherein you refer to mine of the second which I addressed to you as an officer of the Treiber Diesel Engine Corporation.

Your letter intimates that the statement which I made to the effect that you would put in $25,000 shortly after the 4th.of July, was erroneous.

For approximately six months you and I have been in close contact in connection with the affairs of this Corporation. You are familiar with the fact that I do not knowingly make any misstatements and I certainly do not wish to enter into any controversy with you in connection with the affairs of this Corporation as I feel that all of the best that is in each of us should be using in promoting the interests and welfare of the Corporation for the mutual benefit of its stockholders and creditors and certainly nothing is to be gained by allowing any misunderstandings to arise in our corporate family. We should all pull together and do everything that we possibly can to re-habilitate the business and I am making a sincere effort to do my share and more, toward its re-habilitation. However, inasmuch as you have questioned the authenticity of my statement relative to what you had agreed to do in connection with furnishing this Corporation with additional funds. I wish to state that, prior to writing to you on August 2nd.I asked Mr.Foukle to confirm or otherwise my understanding of what you said and Mr.Foukle did confirm that statement and did say that he was present when you did make such a statement to me and that subsequently you made a like statement to him. Under the circumstances, I naturally concluded that my understanding was, and still is, that you did make such an offer or promise.

I quite agree with you in your statement that, subsequent to the time you made that offer,you have stated that it was impossible for you, at that time,to make any further investment but that you hoped to do so at a later date and I believe that you will be good enough to refer to my letter of Aug. 2nd.,you will find, in the third paragraph I specifically refer to it, that portion of the paragraph reading: "I therefore feel that it is quite proper for me to present these facts to you so that you may be fully informed,particularly as you have recently stated that you are not prepared to and did not then anticipate making payment of the amount which you stated previously you would advance to this Corporation."

My letter of August 2nd.was sent that you might be fully informed of the prevailing conditions. Furthermore,in the event anything did happen, you would received first-hand and advance information.

Trusting that I have made my position and conditions clear to you, I am

Very truly yours,

TREIBER DIESEL ENGINE CORPORATION

FRH:MN

F.R.Humpage,Vice President

Treiber

Hotel Royal Monceau,
Avenue Hoche, Paris, France.
August 7th, 1930

Among those aboard are Charlie Doran, former president of the Sperry Gyro Co. (Since sold to your friend, Keys) who is an expert in diesel engines. Also Jack Farwell, President of the Sperry Products Corp. A fine young man. I have had long talks with them. with a view to interesting them in the Treiber plant. They know incidentally of the two "Big Berthas" and I believe that Old man Sperry talked at considerable length with some one (may be Treiber) at the exhibition in New York about your engines. He was impressed with their light weight. Both Doran and Farwell have their own methods of making a confidential survey of the Treiber plant and its possibilities, as well as the prospects of selling the "Berthas". They have givdn me an idea (which may be an old one to you, however) and is the sale of them to one of the larger oil pipe line corporations for pumping purposes. They will help me do it, too. They both are returning home long before I do and will have a report for me when I reach New York Sept. 20th. and they have promised to spend a day or two with me at Montauk when something may come of our many talks. Both Doran and the Sperry Co. are heavily indebted to me for past favors. Is it probable that we may get together with theSperry Co.?

So much for that --- And now for another thought which may or may not bear fruit. Suppose Treiber has an attractive circular printed telling (and showing) all about the Big Berthas which I could send officially to every American foreign consulate with a personal request that he communicate with the proper Government official (and with foreign corporations, even) with a view to selling one or more of these engines, two for immediate delivery? In addition? to this, I could send the circulars with a personal letter to the representatives of foreign governments in Washington, requesting that they submit the matter to their governments. That will go at them from two different angles. If you think that a complete set of manufacturing plans and specifications also be offered to the foreign governments, that might be inclu ded. I am told that they are manufacturing these M Diesel engines in Europe much cheaper than we are? Foreign Naval Attache's in Washington will take our suggestions seriously, I am sure. (I would like to see printers proof of circular before ordering them). I have forgotten the H.P. of the Berthas. Tell me when you write.

Fred A. Britten.

House of Representatives,
Washington, D. C.

Treiber

August 15, 1930.

Mr. F. H. Humpage,
Treiber Diesel Engine Corp.,
Camden, New Jersey.

My dear Fred:

I have been going over your letter to see what we can do after every item of unnecessary expense has been cut out in order to finish up the engines we have on hand. From your letter, it looks like you can run the shop for $6,800. per month and the office and overhead for about $5,000., so that it won't be impossible to keep going and finish up these motors where you have not an expense of more than $15,000. per month.

If you can keep Treiber in developing his ideas of some experimental work on the needles and combustion chambers and also on the governors, it is going to be a good job. In fact, you cannot get away from the fact that you need Treiber there and under no circumstances should you let him go. He has a good many ideas that are very valuable and it is quite possible that if these motors are gotten to going in good shape you can pull the company through and continue with you as business manager and a good shop superintendant, and let Treiber work out the engines and the corrections of the difficulties. It looks to me like such an arrangement could be worked out.

It is also possible to consider calling in your largest creditors and asking them to take eight or twelve months notes. I would like very much to see a complete list of liabilities.

I talked with Treiber regarding the Consolidated bill, and knowing their methods of charging everything possible to a job, which of course is correct, but subject to adjustment, I am satisfied that you can cut this

bill in two, or possibly more than cut it in two. Certainly, I would not think of paying it.

I am sorry you cannot send me a list of bills payable.

If you could make out a quick but fairly accurate estimate of requirements for the next ninety days, also an estimate of bills payable in ninety days, with the idea of giving the larger creditors eight or twelve months notes, it would help and I would like to go over it with you. I am calling you now and will tell you of a plan I talked over with Treiber yesterday which has some possibilities and it is going to be not expensive to us and we will know something immediately, at least within three or four days.

Yours,

COF:T

Treiber

August 18, 1930.

Mr. Fred A. Britten,
Hotel Royal Monceau,
Avenue Hoche,
Paris, France.

My dear Fred:

I have had time to again go through your letters. We have started two or three times the things you have mentioned at the hotel, except the advertising on the Waldorf Blue Room Orchestra, and this will be on all menus from now on and it will also be in the little "Montauk Light" issue.

We have two or three private investigators who come out and confidentially go through the hotel and over the property and then make a private report. One of these is from the Pennsylvania Railroad Company, and I am sure you see everything that he does and a couple extras.

Now regarding the "Big Berthas": They were designed for 3,000 H.P.. Only one motor, as you know, is complete, and it has tested successfully 2,500 H.P. The second motor is about 2/3 complete and will cost $35,000 to $40,000 to finish. We have had the "Big Berthas" sold twice. One of our customers died on us from severe heart trouble before signing the contract. Possibly the idea of signing the contract killed him. The other customer got in a jam on stocks and from the latest reports never got out of the jam and he will be lucky to own an out-board motor from now on.

I will have Treiber send you the circular you speak of. The company is in a very bad way financially as we only have four stockholders and I am the only one that seems to have any money. We have built a tremendous line of engines for the short time we have been in business and as usual when tapping such a big line we have had a great many "bugs" to work out at considerable expense. We have very successfully built and have now in operation

a full list of motors as you will note on the enclosed card. All of these motors are doing good work, with the exception of the 300 H.P. Marine Reversible. This is the first time a diesel of this size has ever been built with clutch and reverse. However, two mistakes were made in this motor. We did not have a governor on the first motor turned out, and the oil pumps were not powerful enough to stand the strain. These changes are being made now. We have also had some crank shaft trouble owing entirely to the bar fastening. This we are changing.

We delivered to Mr. Harkness a week ago a very beautiful set of motors that, for lack of vibration, beat anything that has ever been put on the market.

Mr. Vanderbilt has been running a pair of 750 H.P. motors now for seven months. Also he has discarded all other generating sets for ours and is running them very successfully.

Our 100 H.P. motor and 150 H.P. are very successful. The 450 is also quite successful. The 600 H.P. is o.k. We broke two head cases on the 600 H.P. motor through a fault in the pattern being a little too light for the head cases, but these mistakes have cost a tremendous amount of money and have delayed delivery.

I am not sure but that by the time you receive this letter it will be necessary for the company to go through a voluntary receivership to allow the Receiver to issue time certificates for about $175,000 worth of obligations which can be taken care of over a period of eighteen months. I have sent the company $45,000 in the last thirty days in order to help them clean up all smaller bills and finish up these motors. It has been necessary to scrap and rebuild about $60,000 worth of work which

it was not thought practical to complete as mistakes were found in the first set of motors turned out. We expect, however, to have a set of these 300 H.P. motors completed and in operation within three weeks, at which time we will go out go get every existing world's record for diesel motors of a heavy marine type.

Several of the large manufacturing companies are interested in taking over our plant and we are anxious if we can to find a substantial company to turn over the plant to. There is no doubt Treiber is several years ahead of most people in the diesel engine business, but it has been a trendndous load to turn out these ten different types of motors complete and get the bugs out of them in such a short time.

For instance, we have delivered to the Navy a 100 H.P. motor which really caused us a losso of between $5,000 and $7,000. On the 600 H.P. motors delivered last week, we took a loss of $27,000. on the first pair.

On the 2,500 H.P. motors it will be necessary for me to take a loss of at least $50,000. We, of course, have all the drawings and patterns now for these motors which represents a big part of our experience and investment. I would like to dispose of the Big Berthas as it would immediately give me $150,000.to put right back into the company.

I think your suggestion is splendid and I will see that this is worked on immediately. I will forward to you both in Washington and your hotel in Paris a full set of circulars and photographs.

Margaret is gaining, but slowly. Yesterday she was up for about fifteen minutes but could not stand the gaff and had to return to bed.

I am sending you a picture of the big fish, a small fin whale only about four months old. Its weight was about six tons. Probably 10,000 people were here yesterday to see it. Mr. W.K. Vanderbilt came out and brought a bunch of his men and had the whale skinned and will put it in his private museum.

We had a very large crowd yesterday on the property.

I note you have the "President's Suite". Howedo you pronounce it, "soot" or "sweet"? I am quite satisfied you would either be in the President's "Boot" or working as a waiter — no middle ground for you.

Best regards.

Yours,

CGF:T

P.S. On the enclosed card you will notice the number of pounds per H.P. for these various motors, which is most unusual and has never been accomplished by any marine engineer previously.

Treiber.

August 27, 1930.

Governor James M. Cox,
Dayton, Ohio.

My dear Governor:

The Treiber Diesel Engine Corporation got into so many difficulties on this last bunch of engines and the engines cost so much more to make than they received for them, and as no other stockholders would continue to put up money, it was thought best to clear the atmosphere to let the Company go into the hands of a Receiver. Several large companies want to buy and have wanted to buy outright and I think now they can buy it.

In the meantime, the company is going right ahead with a good force of mechanics trying to finish the engines, including yours, and to rebuild the sub base on six pairs of engines. I recently sent the company $45,000. to help do this job. However, it is not enough and it will cost me another $45,000. before the new bases are completed. After going thoroughly into the situation I was satisfied that these new bases, or rather the bearing caps and the studs that hold the bearings should be stronger and I ordered the company, as a principal stockholder, that no other orders should be taken and no other engines should be started until these were completed.

They have about twenty-eight engines out that are giving good service and splendid satisfaction but Treiber slipped on these 300 H.P. engines. He also slipped on the head castings on a pair of 450's which cost the company a lot of money.

In the meantime, we had a new pair of Allison engines of 400 H.P. which was the last pair of Allison engines. I ordered these engines shipped to Purdy and I purchased these engines from the estate of which I own a half interest, at a very low figure, namely, $7,500. These motors cost the Allison Engineering Company several years ago $20,000. each to build.

They are gasoline but most unusual engines. I am having these engines installed in your hull with this idea in mind, that today a good many people are continuing to buy gasoline engines and I thought it would be best to have this boat completed even with gasoline and immediately, so that it would be ready for a trip and to send south, also with this in mind, that I will take over your entire investment in the boat on the basis of your cost and six per cent interest. At the present time I am pushed very hard for cash and could not handle it with my other requirements on a cash basis.

However, I would like to give you a note with security with the option that after you have seen the boat you can use these motors during this coming winter and if you want to take over the boat you can do so and as soon as we can properly fix up the Treiber motors so that they are satisfactory both to you and myself then we can transfer the motors at very small cost which I will divide with you on terms which you can name for yourself.

These new motors, on account of their weight, which is about 4300 pounds, will give us something like 32 miles per hour at top speed; or in other words, the fastest cruiser of its type we know of. I am going to see that every possible precaution is taken in safety, regardless of the expense.

Now this leaves you in a position that you have a boat if you want it which you can use if you wish all winter and by spring you can have a set of motors that we can both use. The new pumps on the Treiber seem to be working perfectly but the bearing caps do not appear to be able to stand the terrific power that these motors develop. You will be surprised when I tell you that in a flash trial one of these 300 H.P. motors developed 420 H.P. for just a few minutes, and then the bearing

caps let go. We are developing governors for these motors so that it is impossible to run them over a given number of revolutions. This, however, is quite a little job in itself and I could see no possible way whereby we could get the motors as I want them before January. But I was determined that this boat must be in operation. As long as I am going to pay the bills, I don't see where you have any right to yell and holler at anything.

The new engines should be installed in two and a half to three weeks and I hope you are going to be down this way and will run out to meet me at Port Washington. Bring Dan along and Jim.

Yours,

CGF:T

P.S. These Allison engines: We built ten pair and all of these engines have been in continuous service for over seven years except this pair. These engines almost slide right in the foundations of the Treiber motors. They are about five inches wider at the top but otherwise there is no difference in the engine room.

In addition, we have left over two Miami Lighting plants. These little lighting plants were so terrifically expensive as they were built that nobody would buy them; at lease, we only sold six or seven, and I am putting one of these in the engine room in addition to the other lighting plant so that you may have all the light you want night and day.

The size of the Allison motors is 5½ x 7, 12 cylinders. They will turn up to 1600 R.P.m., but I advise you to run them at about 1250. I am giving you these details so you will be brought right up to date, and you own a boat if you want it, and if you don't want it you own a good note, and if I own this boat you can borrow it any time.

Treiber

August 28, 1930.

Mr. F. R. Humpage,
Treiber Diesel Engine Corp.,
Camden, New Jersey.

Dear Fred:

I think both Mr. Kettering and Mr. Henry B. Joy came into the Treiber Diesel Engine Corporation more as a compliment to Treiber and myself than for an investment. I wish you would prepare a proper letter advising them of why it was necessary to go into the hands of a Receiver, etc., and tell them that I wish personally to assume the obligation of their stock in the final wind up of the affairs.

You willhave to go at this in a very diplomatic sort of way, and I want them to thoroughly understand that I don't care for either one of them to be mixed up in a Receivership andtthat I want to take over their stock. You can announce that I am not long on cash at the present time but that in twelve or fourteen months I will send them a check. I think both of them would be glad to be relieved of any position of obligation with the Company, and immediately.

Yours,

CGF:T

Frederic R. Humpage, RECEIVER
FOR

TREIBER DIESEL ENGINE CORPORATION

CAMDEN, NEW JERSEY

Aug. 30, 1930

Mr. Carl G. Fisher,
Montauk, Long Island.

My dear Carl:-

This week has been a pretty hard week. I am about worn out; been on the job every day and night until midnight or later. This had to be done in order to get lots of things straightened out. Although we have reduced our force more than 50% prior to the Receivership, I have cut it another 50% so that we have only a skeleton force here both in the office and in the shop.

Although I have had no direct authority from the Court, I have continued work on the Purdy and Bell engines as it seems to be quite apparent that we can finish up this work for less than we are going to get out of it. We estimated it will cost $4500 to finish up the Purdy engines and Purdy owes $7400. On the Bell engines it will cost us about $5500 to finish them and Bell owes us $7025.75. The Court convenes on Sept. 5th. and I have a petition ready to present the Court at that time authorizing me, as RECEIVER, to do this work.

I had a long talk with Treiber the day that he returned from Montauk. He left for Canton to interview Hercules Motor Co. Thursday night. From there he was going to Chicago and on the trip he anticipated stopping off at Cleveland and Detroit. Naturally, he was very much depressed. In my talk with him Wednesday night I pointed out to him that if he was going to approach these different people in any such attitude that he would not get very far with them. Thursday night before he left he told me that the talk which I had with him the night before had done him a lot of good and he felt differently and felt that he could go out and present the proposition advantageously. I told him that I thought he should be back here to attend the Creditor's meeting which is to be held next Wednesday morning. If he stays away, some of the Creditors may have a feeling that he feels guilty and, while no doubt he does and should, at the same time he will stand a lot better with the Creditors if he comes here and "faces the music".

I have written Bob Tyndall and requested that he come here to attend the meeting of the Creditors as a representative of your interests because, as RECEIVER of the Corporation and as such watching the interests of <u>all</u> the Creditors, it would hardly be proper for me, <u>at that meeting</u>, to take any position other than that of strict neutrality. Of course that doesn't mean that I shouldn't and won't make your position in this matter perfectly clear when and as the occasion arises and I am sure that you know and realize that your interests are my first interest in this matter.

I am going up home for over Sunday and Monday so that I will be in good fighting trim for the Creditor's meeting on Wednesday morning. While no doubt Bob will give yon a full report of what takes place at that meeting upon his return to Montauk, at the same time, I will write you after the meeting and tell you what my impressions were and the results obtained as I see them.

Frederic R. Humpage, RECEIVER

TREIBER DIESEL ENGINE CORPORATION

CAMDEN, NEW JERSEY

Aug. 30, 1950

#2

I sincerely trust that Margaret is continuing to improve and that you personally are feeling much better.

While, of course, we are all sorry that this thing had to occur to the Treiber Diesel Engine Corp., at the same time, I am more than ever satisfied that it would have been useless for you to have attempted to keep this "ship afloat" and if you had put in the additional $50,000.00 it would only have delayed and would not have prevented this Receivership and your position might have been entirely different from what it is now for, having brought this action you are in the position of having considered the interests of all other Creditors paramount to your own.

With kindest regards, I am

Fred

FRH:MN F.R.H.

PS:- Mr. Humpage had to leave before this letter was completed so, in his, absence, I am signing same.

M. Nichols
Secretary to Mr. Humpage

Sept. 2, 1930.

Treiber

The Carl G. Fisher Company,
Miami Beach, Florida

Atten: Mr. Paul Kunschik, Vice President

Dear Mr. Kunschik:-

Replying to your letter of Aug. 28th., just received, in order that you may reconcile your records with mine as Trustee, I am showing below the amount of money received by me and the dates on which same were deposited together with the dates and amounts of notes issued either in the name of Carl G. Fisher personally or the Carl G. Fisher Company.

DEPOSITS			
June 28th.	- $25,000		
Aug. 4th.	- 15,000		
Aug. 5th.	- 5,000		TOTAL $45,000

DEMAND NOTES of the Treiber Diesel Engine Corp. issued to Carl G. Fisher			
July 1st.	- $ 5,000		
July 5th.	- 5,000		
July 10th.	- 5,000		
July 14th.	- 2,500		
July 28th.	- 2,500		
Aug. 1st.	- 1,000	$21,000	

DEMAND NOTES of the Treiber Diesel Engine Corp. issued to Carl G. Fisher Co			
Aug. 5th.	- $2,500		
Aug. 9th.	- 2,500		
Aug. 12th.	- 1,500		
Aug. 15th.	- 2,500		
Aug. 16th.	- 1,500		
Aug. 19th.	- 9,000		
Aug. 20th.	- 500	$20,000	TOTAL $41,000

Deducting the expenditures as covered by notes from the receipts, leaves a balance of $4000.00. However, the actual balance on my books, at the close of business Aug. 30th. was $1,339.60. The difference of $2,660.40 has been used for other purposes, a goodly portion of which will be returned to me as Trustee, the funds being used for a temporary loan to take care of certain pay rolls for which I have taken assignments from the different employees, whose claims for wages, in this State, are considered as preferred claims. Inasmuch as the Treiber Diesel Engine Corp. is now operating under a Receivership, the writer having been appointed RECEIVER, the advancing of funds to pay employees' wages was considered adviseable under the circumstances, and particularly in view of the fact that there appears to be no question but what the Court will, in due season, issue an order authorizing the RECEIVER to pay, out of the funds in his possession as RECEIVER, the necessary funds to take care of employee's wages, etc.

Sept. 2, 1930

#2

I mention this particularly as I do not know what figure you may wish to use in the closing of your books as of Aug. 31st. 1930. YOu may wish to use the $4000 item as the amount yet to be accounted for by the writer as Trustee, or the lessor amount of $1,339.60, which represents the actual cash in my possession as of Aug. 31st.

If there is any further information you desire, kindly advise.

Very truly yours,

F. R. Humpage, Trustee

FRH:LN

Treiber

Moorestown, N. J., September 12, 1930.

Mr. Carl G. Fisher,
Montauk, L. I.

Dear Carl;

I just came from a committee meeting of the creditors of the Treiber Diesel Engine Co. Jacobs, Humphage and others were there.

It is the desire of Jacobs and others to re-organize this company by getting the stockholders to put in more money; the creditors to let their claims lay and take some additional stock in cash, and his scheme is to get somebody to build the engines. He has selected a company who have offered a room to do it in, working on a cost basis, plus their overhead, plus 5% on the net sales. Now these people have never made a Diesel engine in their life. They have made intricate machines, such as dry ice machines, machines to make silk out of wood pulp. Confidentially, I saw their statement and they are almost as bad off as Treiber Diesel, so I think it would be foolish for Jacobs or anyone else to tie up with them.

As far as putting more money in for re-organization. I think it would be foolish and I so expressed my opinion in open meeting. I said I thought the best thing the receivors could do would be go ahead and try to sell to some going concern, get asmuch as they could and pay percentage on the amount owing as to what is received.

Now, if Jacobs and a lot others thought it was such a wonderful bargain, they would buy it in themselves and re-organize. But to tell the truth, they hope to stifle all competition of bids and take it over at nothing, let the stockholders take stock and if possible persuade them to pay in additional money.

I told them your idea was not to put any more money in it, not one cent. You would be very glad to see them re-organize and do whatever they plaased, but you were out of it; and would take your loss and forget it.

Of course Jacobs saw me afterwards and said you were a good sport, and said this was rather a dead fish, and you were big hearted and never would see anybody want, and he thought if he could see you he could persuade you to put some fresh money in, thereby, reviving the old industry.

Now, according to my idea this a very patriotic thing to do, but I can never see where this reorganization company can build engines to compete with the world, unless they have money and something of a speciality.

As far as I can see the Diesel engine, anybody can build them and if Treiber has lost his cunning, then this new engine company would be on the face of anybody else.

It is their idea to start a new company with $150,000. capital cash. After they pay the receiver and other expenses they would have left about $115,000. Now you know no company can start up a business on $115,000. and make engines and do any kind of business. It would more likely take $515,000. to get started.

Another thing is, I would not want to put money in any concern where there is going to be so much stockholders in the management, as they propose in this case.

I have rambled along and given you the general picture of this company. I know you will sit tight and refused to be influenced by Jacobs, either by his soft talk or his threats, and stay out of it. Let them do as they please with it now.

In the meantime, Humphage is going along as well as he could and when I just left him it was his idea to make some inquiries around to see about selling this engine company as a going concern, sell lock, stock and barrel under receiver's sale and get a clean title to it, the creditors to receive as much on the dollar as they could.

With kindest regards, I am

Yours very truly,

Irving A. Collins

IAC/MLA

October 25, 1930

Treiber

Mr. F. R. Humpage,
Camden, New Jersey

My dear Fred:

Replying to youre of the 21st.

I consider the big motors a flat loss. I am not worrying about them at all. Use them for anchore if necessary. The more I see of the whole situation the more I think Treiber could'nt do anything proper. Everything is wrong so I have forgotten the whole business.

Don't worry about it at all. Sell it for scrap if necessary.

Yours,

CGF:A

Frederic R. Humpage, RECEIVER
FOR

TREIBER DIESEL ENGINE CORPORATION

CAMDEN, NEW JERSEY

Oct. 21, 1930

Mr. Carl G. Fisher,
Miami Beach, Florida

My dear Carl:-

I wrote you under date of Oct. 9th. regarding ownership of the patterns, drawings, jigs, tools, fixtures, etc., used in the building of the "Big Berthas". With that letter was a communication addressed to the Montauk Beach Development Corp. I don't suppose you had an opportunity to investigate this matter but I would appreciate hearing from you at your earliest convenience because it is going to take some little time to straighten out some of these things and time is getting short.

I think I told you in one of my previous letters that my arrangement with the New York Shipbuilding Co. expires "with possible limitations" on Nov. 22nd. I don't think I will experience a great deal of difficulty in getting a thirty-day extension but the Court may not wish to have me continue the business here beyond Nov. 22nd. because the rental is excessive.

Looking ahead, I wonder if you have considered what we are going to do with the engine that is assembled, as well as the additional parts for the second engine assuming that, in making a sale of the Assets of the Engine Corp., it is impossible to dispose of the enginethat is built and the additional parts. I know that you have a feeling or understanding that this first engine is alright and that all you need to do is to turn it over to somebody and without practically any additional expense, it will run and produce satisfactory results but that doesn't seem to be the impression here.

At 450 R.P.M. under load, the whole structure of the engine began to weave. The weaving was most noticeable on the cylinder head top covers. After the engine had attained speed, there was considerable oil leakage between the engine base and the center frame and after studying the situation it was thought that it might be necessary or desirable to put counter balanced weights on the crankshaft and they even went so far as to make a wooden template to determine the size and weight which should be applied to the crankshaft. Later on and as the matter was studied more carefully, they gave up the idea (for the time being) of counter balancing the crankshaft as it was found that the engine had not been securely bolted down to the base or bed plate and the engine was moved to the base on which it is now mounted but, as I understand it, no further tests have been made and the engine has not been run on this new base.

At the time the engine was moved to the present base, it was arranged so that the split in the middle of the engine is overlapped by a portion of the base while formerly, on the old base, the split in the engine and the split in the base were in line.

Another reason for the weaving of the engine might be found in the design, as for instance, the tie rods in the middle of the engine frame are screwed into the split or parting line and the two parts of the center frame are bolted together. Now in the event that these bolts loosen (and if only a little) the tie rods will, of course, be loosened and this condition might be partially res-

ponsible for some ofthe weaving. Also in the design, it is provided that the two cylinder heads are bolted down with the same tie rod and the same nut so that only one-half of the nut (instead of the full face of the nut) carries one-head and the other half of the nut carries the other head. There are a number of other items which will require attention.

Now, as regards the smoking. They tell me that when this engine was running the smoke was so dense they had to connect the exhaust into an outside chimney and that even then the smoke in the room was so dense that it was mighty unpleasant and irritated the eyes.

I have told you that I personally have put my hand inside the cylinder ~~heads and the~~ liners, to me, appear to be scored. They certainly are not even; by that I mean that I do not think they are perfectly round and that they have ridges in them. This will, of course, permit the lubricating oil to get by and into the combustion chamber. They tell me that there was an excessive amount of lubricating oil used and that there was every indication that this oil was leaking by the piston rings and that was one reason why they had such excessive smoke. Furthermore, I learn that when this engine was being tested, a concrete mixer was working in the next room and that the air was just chuck full of dust and dirt and that this dirt and dust was naturally sucked into the engine and that undoubtedly this caused some of the trouble. Perhaps I was mistaken but, in any event, when I was examining these cylinders [redacted] and liners, I thought that I felt grit in them and remarked on it at the time but it was only within the last few days that I have obtained the information relative to the concrete mixer working and that the air was filled with this dust and grit at the time this engine was being tested.

I don't like to be the one to tell you these things but someone has got to tell you what the conditions are, or at least what they appear to be, and the information which I have obtained, I believe comes from sources which are reliable and are not prejudiced except to the extent of telling me what they believe to be the facts.

However, we must consider what we are going to do with this engine and parts for the second engine in the event they are not disposed of prior to the conclusion of the Receivership and the time that we are obliged to remove the equipment, etc. from its present location. The New York Shipbuilding Co. tell me that they want to use the space now occupied by Treiber as they want to fabricate some material in that space for the large ship which they are going to build this winter.

I am also informed that it requires two cranes to lift this assembled engine and it is all that two cranes can jointly do to lift it; in other words, it is the maximum load that these two cranes can carry.

I would like very much to have you offer some suggestions as to what you think should be done with this engine and parts. It is going to be one fine job to get all these things together; they are scattered all over "kingdom come"; no one has paid any attention to them, in whole or in part, since work was dis-

continued on them and it is going to take quite some time to get them rounded up and get together all the parts that have been worked on and that you have paid for, to say nothing about the tools, jigs, patterns, drawings, etc. which may belong to you and which I have referred to in my letter of Oct. 9th.

Will you please consider this situation and write me, outlining your suggestions, as promptly as possible?

Sincerely,

Fred

FRH:MN

continued on them and it is going to take quite some time to get them rounded up and get together all the parts that have been worked on and that you have paid for, to say nothing about the tools, jigs, patterns, drawings, etc. which may belong to you and which I have referred to in my letter of Oct. 9th.

Will you please consider this situation and write me, outlining your suggestions, as promptly as possible?

Sincerely,

Fred

FRH:MN

TREIBER DIESEL ENGINE CORPORATION

CAMDEN NEW JERSEY

Bulletins

Presented by

Carl G. Fisher.

List of Bulletins describing the complete range of sizes and types of Treiber Diesel Engines

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BULLETIN No. 121

Direct Connected Generator Sets

7½, 15, 23, 35, 45, 50 and 70 K. W.

BULLETIN No. 122

Marine Engines with Reverse Gear

65 and 100 H. P., 4 cylinders
100 and 150 H. P., 6 cylinders
300 H. P., 12 V-cylinders

BULLETIN No. 123

Marine Engines with Reverse Gear

150 H. P., 4 cylinders
225 H. P., 6 cylinders
450 H. P., 12 V-cylinders

BULLETIN No. 124

Direct Reversible Marine Engines

225, 300, 375, 500, 600, 700 and 1100-1500 H. P., 6 cylinders

BULLETIN No. 125

Direct Reversible Marine Engines

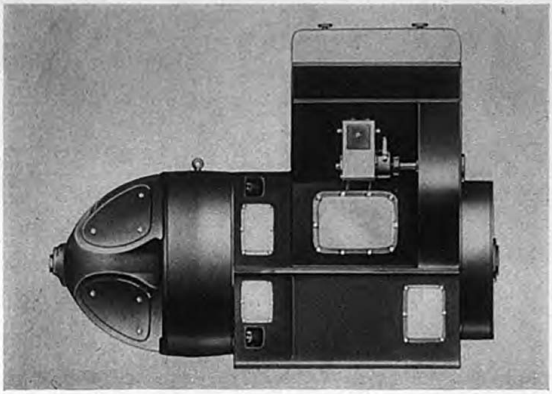
600, 750, 1000, 1200 & 1400 H. P., 12-V-cylinders

BULLETIN No. 126

Direct Reversible Marine Engine

2500-3000 H. P., 12 V-cylinders

Bulletin No. 121



Treiber Diesel Engine Generating Sets can be started by hand cranking, using an exclusive patented device. They are fully enclosed self-contained units, guaranteed to be free from vibration and excessive noise.

DIRECT CONNECTED GENERATOR SETS

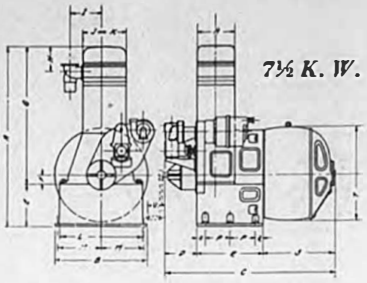
7½	K. W.,	1	cylinder
15	" "	2	cylinders
23	" "	2	"
35	" "	4	"
45	" "	4	"
50	" "	6	"
70	" "	6	"

Treiber Diesel Engine Corp.

CAMDEN · NEW JERSEY

Cable Address: "Deselmotor"

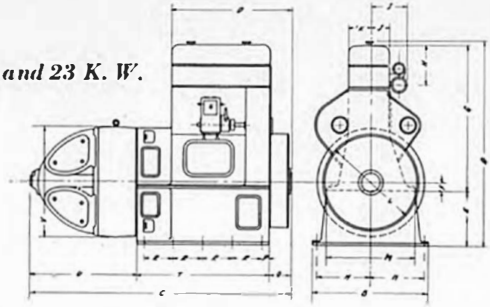
Treiber Diesel Engine Direct Connected Generator Sets



7½ K. W.

APPROXIMATE INSTALLATION DIMENSIONS—inches

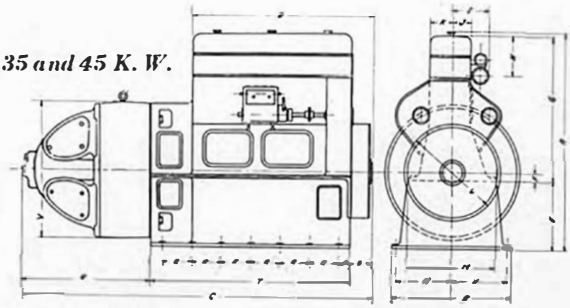
Model	Bore and Stroke	No. Cyl.	K. W.	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Weight, Lbs. Per Unit
C-1	5 x 7	1	7½	43	22	40⅝	8	10	2	33	6⅛	9	4⅜	6	20	10⅜	9	2	6	2	16	16½	22⅜	5	..	..	..	..	..	1300



15 and 23 K. W.

APPROXIMATE INSTALLATION DIMENSIONS—inches

Model	Bore and Stroke	No. Cyl.	K. W.	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Weight, Lbs. Per Unit
C-2	5 x 7	2	15 @1000 R.P.M.	18¼	27¾	63	29	13	2	34½	10½	10	4	4¾	24½	20¼	12⅞	6⅝	1¾	..	7	..	31½	25	25½	..	..	..	..	1700
D-2	6 x 8	2	23 @ 800 R.P.M.	51	32½	71	33⅜	13	2	39½	11	10½	5¾	5¾	25	25	15¼	6⅝	2	..	8	..	35¼	28	27⅞	..	..	..	..	2200



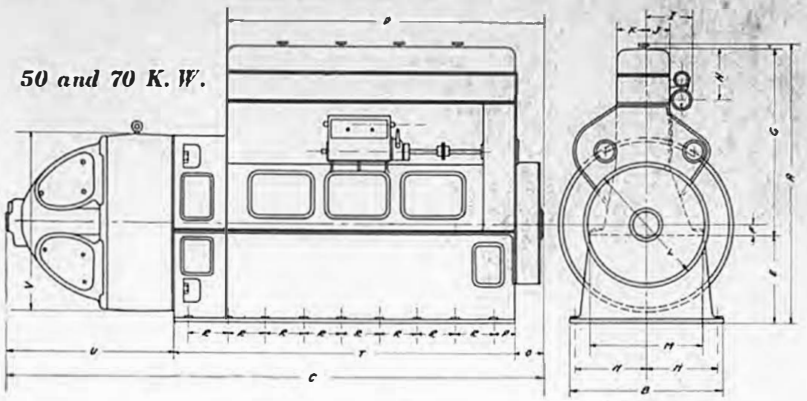
35 and 45 K. W.

APPROXIMATE INSTALLATION DIMENSIONS—inches

Model	Bore and Stroke	No. Cyl.	K. W.	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Weight, Lbs. Per Unit
C-4	5 x 7	4	35 @1000 R.P.M.	50	28¾	87¼	44	15	2	34½	10½	10	4	4¾	24½	20¼	13¼	6⅝	1¾	..	7¾	..	47	32	30½	..	..	..	..	3100
D-4	6 x 8	4	45 @ 800 R.P.M.	58¼	33½	99	49¾	18	2	39¼	11	10½	5¾	5¾	25	25	15¾	6⅝	2	..	8¼	..	53¼	39	36	..	..	..	..	4200

Treiber Diesel Engine Direct Connected Generator Sets

50 and 70 K. W.



APPROXIMATE INSTALLATION DIMENSIONS—inches

Model	Bore and Stroke	No. Cyl.	K. W.	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Weight, Lbs Per Unit
C-6	5 x 7	6	50 @ 1000 R.P.M.	51¾	28¾	106	60	16½	2	31½	10½	10	4	4¾	24½	20¼	13¾	6½	1¾	..	7¾	..	63	35¾	33¼	..	..	..	..	3800
D-6	6 x 8	6	70 @ 800 R.P.M.	58	33½	119	67¾	18¾	2	39¼	11	10½	5¾	5¾	25	25	15¾	6¾	2	..	8½	..	72¾	39	36¾	..	..	..	..	5000

GENERAL DESCRIPTION

General Design:

Treiber Diesel Engine Generating Sets are built to meet the exacting demands of marine, stationary and mobile power requirements. They are four cycle, solid injection, cold starting Diesel engines.

By skillful application of the recent developments in metallurgy, excessive and unnecessary weight has been eliminated, resulting in an engine that scales about one-sixth the weight and occupies about one-third the space of ordinary Diesel Engines. The compactness of Treiber Diesels has not, however, been achieved at the sacrifice of accessibility as overhauling, cleaning and repairing are relatively simple tasks.

The base is made of the finest grade of aluminum casting. Into the fabrication of the crankshaft goes only the best alloy steel, heat treated, and carefully finished to precision standards. It is hollowbored to eliminate unnecessary weight and provide for lubricating the crankshaft bearings. These bearings are made of steel shells, lined with the best grade of tin base babbitt without the use of anchor grooves. Laminated shims are provided throughout for taking up wear, should this ever be required. Connecting rods are of drop forged alloy steel, heat treated. Pistons are of aluminum. Cylinders are made of high strength nickel iron, unusually hard, and lapped to final dimensions, leaving a very fine mirror finish. The water jackets and cylinder heads are of high-strength nickel iron. The finest alloy steel obtainable is used for exhaust and inlet valves.

All these things contribute to reducing the weight of Treiber Diesels and increasing their revolutions per minute, *without* increasing the stresses beyond ordinary practice.

Lubricating Oil System:

All moving parts are entirely enclosed and all wearing surfaces are lubricated with force-feed lubrication. The pumps are mounted on and driven by the engine. The lubricating oil passes through an oil cooler and thence to all wearing parts and into the forward end of the hollow crankshaft through which it flows from end to end. Openings are provided in the proper places at each main and crank bearing to permit of thorough lubrication. At the after end of the crankshaft there is a pressure regulating valve which permits regulation of the lubricating oil pressure by the simple movement of a valve wheel on the side of the engine. All lubricating oil is caught up in the base of the engine and returned to the pump for recirculation.

Fuel System:

The fuel system on the small Treiber Diesel engines (those with cylinder diameters of 5 and 6 inches, respectively) consists of an individual plunger pump for each cylinder. All pumps are mounted in an enclosed housing and are driven by the main engine. Each plunger discharges a measured quantity of oil through a spring loaded valve into the combustion chamber. The amount of oil delivered to each chamber is regulated through a simple by-pass mechanism forming part of the fuel pump and controlled by the governor or speed-regulating lever.

The governor—which is entirely enclosed—regulates the speed of the engine to within 3% plus or minus. The spring tension on the governor may be increased or decreased while the engine is running, to change the speed at which the governor will continue to regulate the speed of the engine.

Treiber Diesel Engine Direct Connected Generator Sets
7½, 15, 23, 35, 45, 50 and 70 K. W.

GENERAL DESCRIPTION—(*Continued*)

The spray nozzles and fuel pumps are made of the very finest materials, with precision workmanship, and are carefully hardened and ground to accuracy. They require no more attention than the spark plugs of a gasoline engine. The normal fuel consumption is .5 lbs. per brake hp. per hr. This is equivalent to one gallon per hour for each 15 hp. When the engine has been "broken in" by from 6 to 10 months' operation, fuel consumption decreases. Many of our records show consumption as low as one gallon per hour for each 20 hp.

Neatness of Design:

The neatness of design of the Treiber Diesel engine has created much favorable comment in the industry. Modern engineering principles skillfully applied by experienced engineers make possible the building of engines that are as perfect artistically as they are efficient mechanically.

Cleanliness of Operation:

Every possible care is taken, in machining the various parts of Treiber engines, to insure oil-tight joints and prevent the unsightly and wasteful leakage of the lubricant. Even after long continued service, Treiber engines look as *clean* as the day they were installed.

Smoothness:

All Treiber Diesels are designed to be inherently balanced. The reciprocating parts are carefully weighed and adjusted and all revolving parts are dynamically balanced to precision accuracy to give the best possible degree of smoothness in operation that can be obtained with internal combustion engines. As a result, Treiber Diesels are *guaranteed* to be free from vibration and excessive noise.

Equipment:

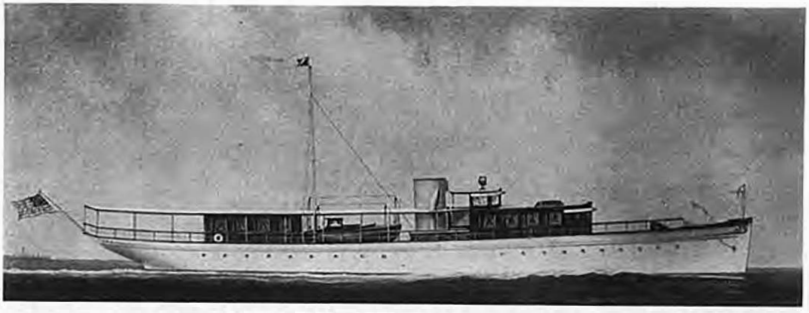
The following equipment is included with each engine: Muffler, Lubricating Oil Cooler which is built integral with the engine, Fuel and Lubricating Oil Strainers, Bronze Circulating Water Pump, Lubricating Oil Pump and Fuel Oil Transfer Pump, Gauges, Tachometer, and a set of engineer's wrenches.

Starting:

Treiber Diesel Engine Generating Sets can be started by hand cranking, using a patented device owned exclusively by us. They can also be started by utilizing the generator as a motor. A battery unit furnishes the current necessary, which is applied by the aid of a special starting switch. Batteries are not standard equipment. As a further alternative special starting motors can be supplied, at extra cost.

Generators:

These engines are direct connected to D. C. generators of Westinghouse, General Electric, Diehl, or any other preferred make. The type and specifications of the generators will fit the service for which they are intended.



The handsome ocean-going yacht Woledo II, 128 feet long by 19 feet beam, illustrated above, is typical of the splendid type of vessels which are now adding to the pleasure and security of their owners through becoming *all Diesel-Engine equipped* by the installation of Treiber Diesel Engine Generator Sets.

TREIBER DIESEL ENGINE CORP.

CAMDEN, NEW JERSEY

Printed in U. S A.

List of Bulletins describing the complete range of sizes and types of Treiber Diesel Engines

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BULLETIN NO. 121

Direct Connected Generator Sets

7½, 15, 23, 35, 45, 50 and 70 K. W.

BULLETIN No. 122

Marine Engines with Reverse Gear

65 and 100 H. P., 4 cylinders
100 and 150 H. P., 6 cylinders
300 H. P., 12 V-cylinders

BULLETIN No. 123

Marine Engines with Reverse Gear

150 H. P., 4 cylinders
225 H. P., 6 cylinders
450 H. P., 12 V-cylinders

BULLETIN No. 124

Direct Reversible Marine Engines

225, 300, 375, 500, 600, 700 and 1100-1500 H. P., 6 cylinders

BULLETIN No. 125

Direct Reversible Marine Engines

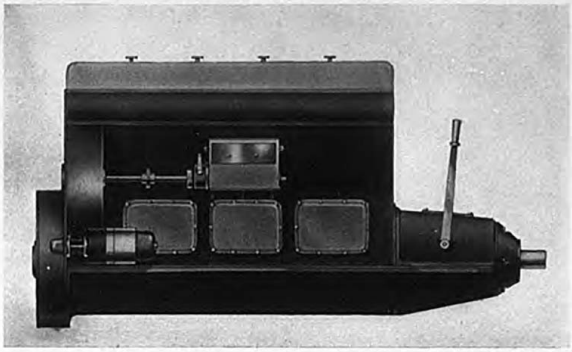
600, 750, 1000, 1200 and 1400 H.P., 12 V-cylinders

BULLETIN No. 126

Direct Reversible Marine Engine

2500-3000 H. P., 12 V-cylinders

Bulletin No. 122



All reverse gear models of Treiber Diesels are started with the aid of an electric motor in much the same manner that an automobile engine is started. They can also be started by hand cranking, using an exclusive patented device.

MARINE ENGINES WITH REVERSE GEAR

65 H. P., 4 cylinders
100 " " 4 "
100 " " 6 "
150 " " 6 "
300 " " 12 V-cylinders

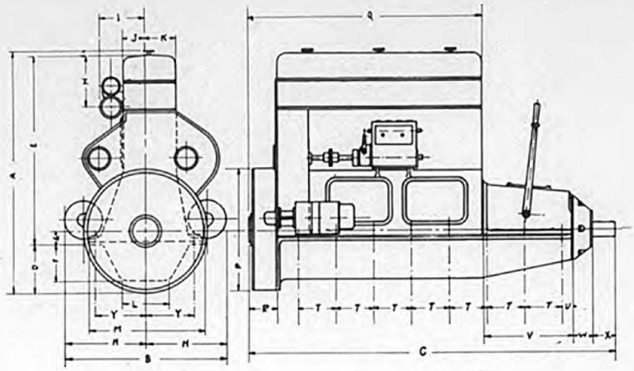
Treiber Diesel Engine Corp.

CAMDEN · NEW JERSEY

Cable Address "Deselmotor"

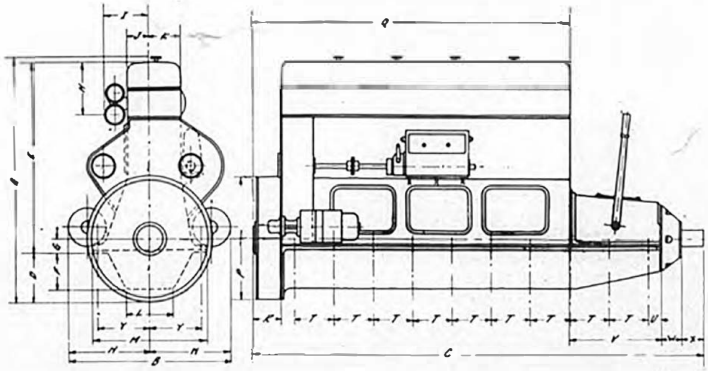
Marine Type, Treiber Diesel Engines, with Reverse Gear

65 and 100 H. P., 4 cylinders



Model	Bore and Stroke	No. Cyl.	B. H. P.	APPROXIMATE INSTALLATION DIMENSIONS—inches																										Weight, Lbs. Per Unit
				A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	
CR-4	5 x 7	4	65@1200 R.P.M. 100@1000 R.P.M.	35⅝	27	68 11/16	10⅜	31⅝	6	2	10½	10	4 11/16	4⅞	8½	20¼	13½	..	24½	44 11/16	6⅝	..	7¾	13/4	16	4	4	9¼	..	1800
DR-4	6 x 8	4	100@1000 R.P.M.	50¾	28	78⅜	10⅜	39⅜	8	2	11	10½	5¾	5¾	10	25	14	..	25	49¾	6⅝	..	8½	15/4	20	4	5	11½	..	2300

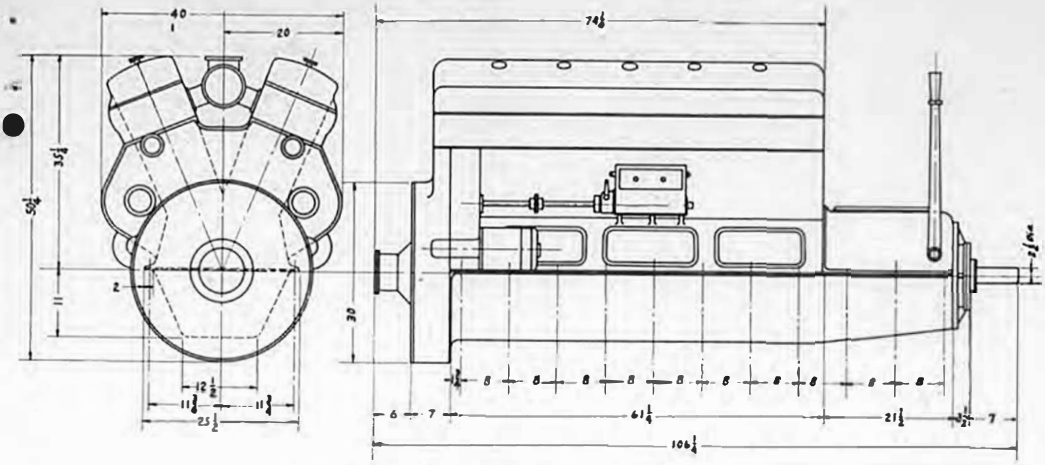
100 and 150 H. P., 6 cylinders



Model	Bore and Stroke	No. Cyl.	B. H. P.	APPROXIMATE INSTALLATION DIMENSIONS—inches																										Weight, Lbs. Per Unit
				A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	
CR-6	5 x 7	6	100@1200 R.P.M.	35⅝	27	84 11/16	10¾	31⅝	6	2	10½	10	4 11/16	4⅞	8½	20¼	13½	..	24½	60 11/16	6⅝	..	7¾	13/4	16	4	4	9¼	..	2200
DR-6	6 x 8	6	150@1000 R.P.M.	50¾	28	96½	10½	39¾	8	2	11	10½	5¾	5¾	10	25	14	..	25	67½	6⅝	..	8½	15/4	20	4	5	11½	..	2800

Model DR-12, 300 H. P. at 1000 R. P. M., 12 V-cylinders 6″ Bore, 8″ Stroke. Weight, 3800 lbs.

APPROXIMATE INSTALLATION DIMENSIONS—inches



GENERAL DESCRIPTION

General Design:

Treiber marine and stationary Diesel engines are built to meet the exacting requirements demanded by this class of service. They are four cycle, solid injection, cold starting Diesel engines.

By skillful application of the recent developments in metallurgy, excessive and unnecessary weight has been eliminated, resulting in an engine that scales about one-sixth the weight and occupies about one-third the space of ordinary Diesel Engines. The compactness of Treiber Diesels has not, however, been achieved at the sacrifice of accessibility as overhauling, cleaning and repairing are relatively simple tasks.

The base is made of the finest grade of aluminum casting. Into the fabrication of the crankshaft goes only the best alloy steel, heat-treated, and carefully finished to precision standards. It is hollow-bored to eliminate unnecessary weight and provide for lubricating the crankshaft bearings. These bearings are made of steel shells, lined with the best grade of tin base babbitt, without the use of anchor grooves. Laminated shims are provided throughout for taking up wear, should this ever be required. Connecting rods are of drop forged alloy steel, heat treated. Pistons are of aluminum. Cylinders are made of high strength nickel iron, unusually hard, and lapped to final dimensions, leaving a very fine mirror finish. The water jackets and cylinder heads are of high-strength nickel iron. The finest alloy steel obtainable is used for exhaust and inlet valves.

All these things contribute to reducing the weight of Treiber Diesels and increasing their revolutions per minute, *without* increasing the stresses beyond ordinary practice.

Neatness of Design:

The neatness of design of the Treiber Diesel engine has created much favorable comment in the industry. Modern engineering principles skillfully applied by experienced engineers make possible the building of engines that are as perfect artistically as they are efficient mechanically.

Fuel System:

The fuel system on the small Treiber Diesel engines (those with cylinder diameters of five and six inches, respectively) consists of an individual plunger pump for each cylinder. All pumps are mounted in an enclosed housing and are driven by the main engine. Each plunger discharges a measured quantity of oil through a spring loaded valve in to the combustion chamber. The amount of oil delivered to each chamber is regulated through a simple by-pass mechanism forming part of the fuel pump and controlled by the governor or speed-regulating lever.

The spray nozzles and fuel pumps are made of the very finest materials, with precision workmanship, and are carefully hardened and ground to accuracy. They require no more attention than the spark plugs of a gasoline engine. The normal fuel consumption is .5 lbs. per brake hp. per hr. This is equivalent to one gallon per hour for each 15 hp. When the engine has been "broken in" by from 6 to 10 months' operation, fuel consumption decreases. Many of our records show consumption as low as one gallon per hour for each 20 hp.

Marine Type, Treiber Diesel Engines, with Reverse Gear

65 and 100 H. P., 4 cyl.; 100 and 150 H. P., 6 cyl.; 300 H. P., 12 V-cyl.

GENERAL DESCRIPTION—(*Continued*)

Lubricating Oil System:

All moving parts are entirely enclosed and all wearing surfaces are lubricated with force-feed lubrication. The pumps are mounted on and driven by the engine. The lubricating oil passes through an oil cooler and thence to all wearing parts and into the forward end of the hollow crankshaft through which it flows from end to end. Openings are provided in the proper places at each main and crank bearing to permit of thorough lubrication. At the after end of the crankshaft there is a pressure regulating valve which permits regulation of the lubricating oil pressure by the simple movement of a valve wheel on the side of the engine. All lubricating oil is caught up in the base of the engine and returned to the pump for recirculation.

Cleanliness of Operation:

Every possible care is taken, in machining the various parts of Treiber engines, to insure oil-tight joints and prevent the unsightly and wasteful leakage of the lubricant. Even after long continued service, Treiber engines look as *clean* as the day they were installed.

Smoothness:

All Treiber Diesels are designed to be inherently balanced. The reciprocating parts are carefully weighed and adjusted and all revolving parts are dynamically balanced to precision accuracy to give the best possible degree of smoothness in operation that can be obtained with internal combustion engines. As a result, Treiber Diesels are *guaranteed* to be free from vibration and excessive noise.

Equipment:

The following equipment is included with each engine: Muffler, Lubricating Oil Cooler which is built integral with the engine, Fuel and Lubricating Oil Strainers, Bronze Circulating Water Pump, Lubricating Oil Pump and Fuel Oil Transfer Pump, Gauges, Tachometer, and a set of engineer's wrenches.

Starting:

The usual method of starting Diesel engines is by the use of compressed air. This requires the installation of air tanks, compressors, considerable piping and the necessary valves and fittings as well as the power unit required to drive the compressor, all of which adds materially to the weight, size and care of the ordinary Diesel engine. All Reverse Gear models of Treiber Diesels are started with the aid of an electric motor of, normally, 32 volts, in exactly the same manner that an automobile engine is started, the pinion meshing with steel ring-gear on the flywheel. Batteries are not standard equipment. They can also be started by hand cranking, using a patented device owned exclusively by us.

Electric Generators:

These engines are equipped with 32 Volt generators mounted on and driven by the main engines. They are used for charging batteries and miscellaneous lighting purposes. Their capacity is 16 amperes.

The much to be desired, but previously unobtainable combination of Commuting Speed—Diesel Safety—and Diesel Economy of Operation is today made possible for the first time in history by the use of Treiber Diesel Engines. The beautiful yacht pictured above—85 feet O. A. length by 14 feet beam—is being *all Treiber Diesel equipped* with Twin 300 H. P., V-type, 12-cylinder Treiber Diesel Propelling Engines and a 7½ K. W. Treiber Diesel Electric Generating Set. *Speed 24 miles per hour.*

TREIBER DIESEL ENGINE CORP.

CAMDEN, NEW JERSEY

Printed in U. S. A

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7½, 15, 23, 35, 45, 50 and 70 K. W.

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Marine Engines with Reverse Gear

65 and 100 H. P., 4 cylinders
100 and 150 H. P., 6 cylinders
300 H. P., 12 V-cylinders

BULLETIN No. 123

Marine Engines with Reverse Gear

150 H. P., 4 cylinders
225 H. P., 6 cylinders
450 H. P., 12 V-cylinders

BULLETIN No. 124

Direct Reversible Marine Engines

225, 300, 375, 500, 600, 700 and 1100-1500 H. P., 6 cylinders

BULLETIN No. 125

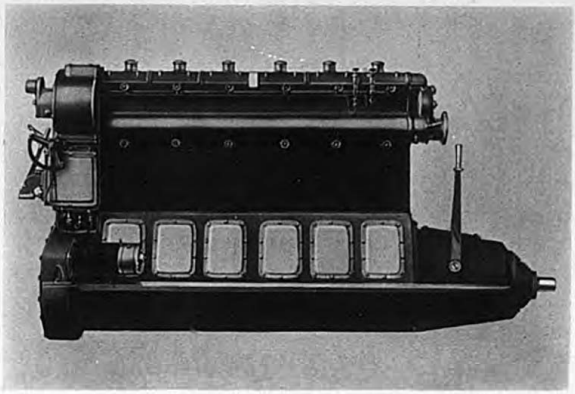
Direct Reversible Marine Engines

600, 750, 1000, 1200 & 1400 H. P., 12 V-cylinders

BULLETIN No. 126

Direct Reversible Marine Engine
2500-3000 H. P., 12 V-cylinders

Bulletin No. 123



All Reverse Gear models of Treiber Diesels are started with the aid of an electric motor in exactly the same manner that an automobile engine is started.

MARINE ENGINES WITH REVERSE GEAR

150 H. P., 4 cylinders
225 " " 6 "
450 " " 12 V-cylinders

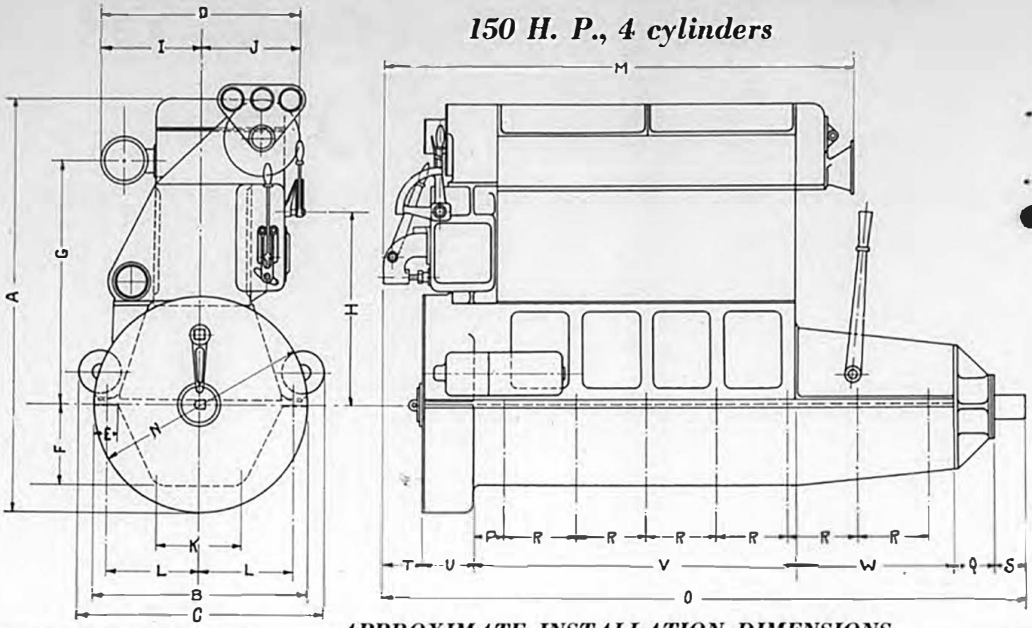
Treiber Diesel Engine Corp.

CAMDEN · NEW JERSEY

Cable Address: "Deselmotor"

Marine Type, Treiber Diesel Engines, with Reverse Gear

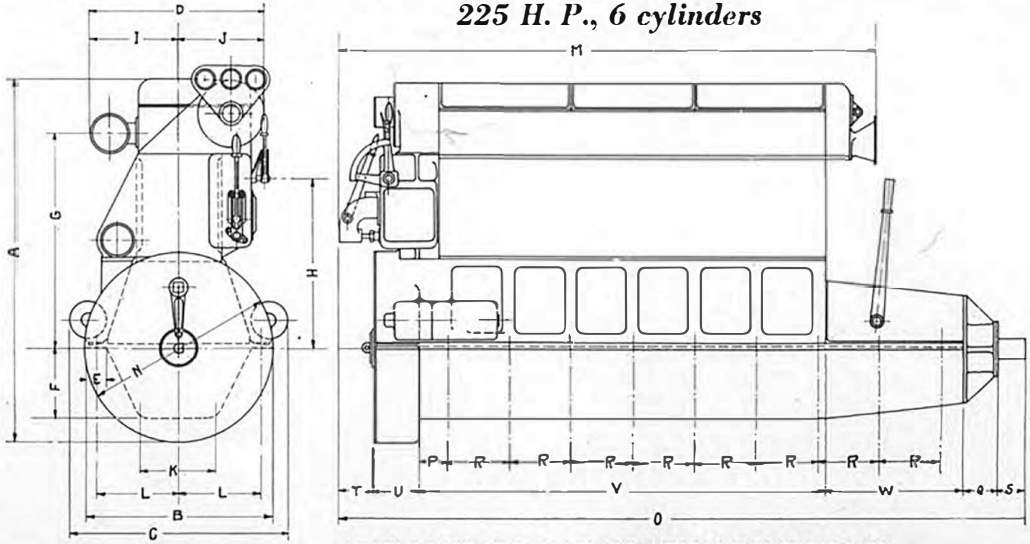
150 H. P., 4 cylinders



APPROXIMATE INSTALLATION DIMENSIONS

MODEL	BORE & STROKE	NO. CYL.	B.H.P.	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	WEIGHT # PER UNIT
ER 4	7½ x 9½	4	150 AT 900 R.P.M.	54¾	29	33½	26¾	3	10⅛	32	25⅝	13⅜	13	12	13	64½	29	89½	4½	5½	9¾	4½	5½	7	44½	22½	-	-	-	4500

225 H. P., 6 cylinders



APPROXIMATE INSTALLATION DIMENSIONS

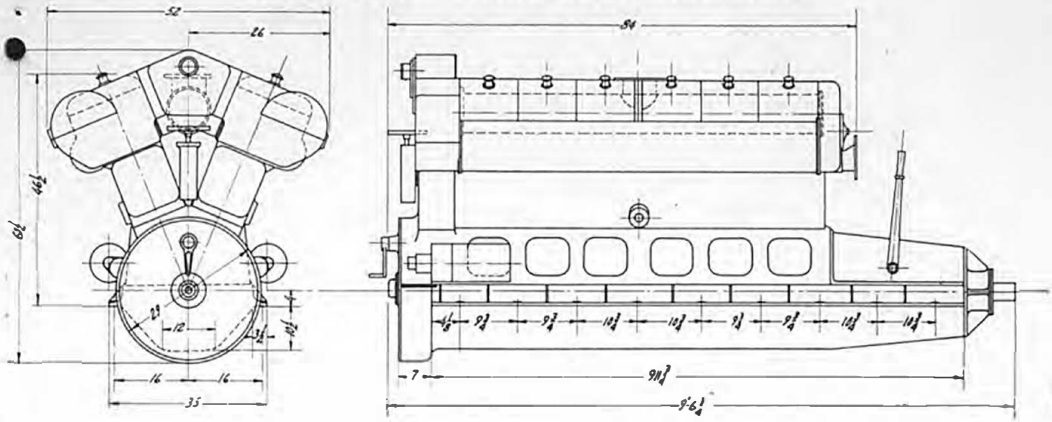
MODEL	BORE & STROKE	NO. CYL.	B.H.P.	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	WEIGHT # PER UNIT
ER 6	7½ x 9½	6	225 AT 900 R.P.M.	54¾	29	33½	26¾	3	10⅛	32	25⅝	13⅜	13	12	13	84	29	108¾	4½	5½	9¾	4½	5½	7	63¾	22½	-	-	-	5500

Marine Type, Treiber Diesel Engines, with Reverse Gear

Model ER-12 450 H. P. at 900 R. P. M. 12 V-cylinders

7½" Bore, 9½" Stroke. Weight, 9000 lbs.

APPROXIMATE INSTALLATION DIMENSIONS



GENERAL DESCRIPTION

General Design:

Treiber marine and stationary Diesel engines are built to meet the exacting requirements demanded by this class of service. They are the result of more than fifteen years' experience by Treiber engineers in the designing and building of many types and sizes of Diesel engines.

They are four cycle, solid injection, cold starting Diesel engines.

By skillful application of the recent developments in metallurgy, excessive and unnecessary weight has been eliminated, resulting in an engine that is light but durable, compact but powerful.

The framing, including the base and centerframe, is made of the finest grade of aluminum casting. Into the fabrication of the crankshaft goes only the best alloy steel, heat treated, and carefully finished to precision standards. It is hollow-bored to eliminate unnecessary weight and provide for lubricating the crankshaft bearings. These bearings are made of steel shells, lined with the best grade of tin base babbitt, without the use of anchor grooves. Laminated shims are provided throughout for taking up wear, should this ever be required. Connecting rods are of drop forged alloy steel, heat treated. Pistons are of aluminum. Cylinders are made of high strength nickel iron, unusually hard, and lapped to final dimensions, leaving a very fine mirror finish. The water jackets and cylinder heads are of high-strength nickel iron. The finest alloy steel obtainable is used for exhaust and inlet valves.

Lubricating Oil System:

All moving parts are entirely enclosed and all wearing surfaces are lubricated with force-feed lubrication. The pumps are mounted on and driven by the engine. The lubricating oil passes through an oil cooler and thence to all wearing parts and into the forward end of the hollow crankshaft through which it flows from end to end. Openings are provided in the proper places at each main and crank bearing to permit of thorough lubrication. At the after end of the crankshaft there is a pressure regulating valve which permits regulation of the lubricating oil pressure by the simple movement of a valve wheel on the side of the engine. All lubricating oil is caught up in the base of the engine and returned to the pump for recirculation.

Neatness of Design:

The neatness of design of the Treiber Diesel engine has created much favorable comment in the industry. Modern engineering principles skillfully applied by experienced engineers make possible the building of engines that are as perfect artistically as they are efficient mechanically.

Cleanliness of Operation:

Every possible care is taken, in machining the various parts of Treiber engines, to insure oil-tight joints and prevent the unsightly and wasteful leakage of the lubricant. Even after long continued service, Treiber engines look as *clean* as the day they were installed.

Smoothness:

All Treiber Diesels are designed to be inherently balanced. The reciprocating parts are carefully weighed and adjusted and all revolving parts are dynamically balanced to precision accuracy to give the best possible degree of smooth-

Marine Type, Treiber Diesel Engines, with Reverse Gear

150 H. P., 4 cylinders; 225 H. P., 6 cylinders and 450 H. P., 12 V-cylinders

GENERAL DESCRIPTION—(*Continued*)

ness in operation that can be obtained with internal combustion engines. As a result, Treiber Diesels are guaranteed to be free from vibration and excessive noise.

Size and Weight:

Although Treiber Diesels occupy about one-third the space of ordinary Diesel engines, their compactness has not been achieved at the sacrifice of accessibility. Their design makes overhauling, cleaning and repairing relatively simple tasks.

Decreased weight with increased strength is the chief claim to fame of Treiber Diesel engines. The marvelous improvements during the past few years in metallurgy and the art of casting and heat-treating have made it possible for Treiber engineers to build Diesel engines scaling about one-sixth the weight of other Diesels, with no sacrifice whatsoever of strength, durability or reliability. Durability depends to a large extend upon the ratio of stress to elastic or fatigue limit of the metals. For instance, cast iron, which is the common engine metal, has a tensile strength of about 22,000 pounds per square inch and a hardness of 34 scleroscope, while the cast *alloy* iron used in Treiber Diesels has a tensile strength of 58,000 pounds per square inch and a hardness of 45 scleroscope. Furthermore, crankshafts in the ordinary engine are of carbon steel with a tensile strength of 65,000 pounds per square inch, whereas the alloy, heat-treated steel used in Treiber crankshafts has a tensile strength of 105,000 pounds per square inch. The same favorable comparison holds true for connecting rods, pistons, piston rings, wrist pins and every part of the engine subject to stress or wear. Furthermore, the art of bearing design and lubrication has made tremendous advances in the past few years. These developments, incorporated in Treiber Diesel engines, make it possible to say that their lubrication is based upon the most advanced principles known to the engineering profession.

All these things contribute to reducing the weight of Treiber Diesels and increasing their revolutions per minute, *without* increasing the stresses beyond ordinary practice.

Equipment:

The following equipment is included with each engine: Muffler, Lubricating Oil Cooler which is built integral with the engine, Fuel and Lubricating Oil Strainers, Bronze Circulating Water Pump, Lubricating Oil Pump and Fuel Oil Transfer Pump, Gauges, one Pyrometer set, Tachometer, and a set of engineer's wrenches.

Electric Starting:

The usual method of starting Diesel engines is by the use of compressed air. This requires the installation of air tanks, compressors, considerable piping and the necessary valves and fittings as well as the power unit required to drive the compressor, all of which adds materially to the weight, size and care of the ordinary Diesel engine. All Reverse Gear models of Treiber Diesels are started with the aid of an electric motor of, normally, 32 volts, in exactly the same manner that an automobile engine is started, the pinion meshing with steel ring-gear on the flywheel. Batteries are not standard equipment.

Electric Generators:

Electric Starting engines are equipped with 32 Volt generators mounted on and driven by the main engines. They are used for charging batteries and miscellaneous lighting purposes. Their capacity is 16 amperes.

Fuel System:

The fuel system consists of two or more plunger type pumps which maintain a constant pressure of oil on the entire system and within the spray nozzles. The valves in the spray nozzles are mechanically opened by a cam on the cam shaft. The quantity of fuel injected into each cylinder is regulated by the amount of pressure on the oil and also by a lost-motion mechanism, incorporated within the spray nozzles and connected with the control lever or the governor, depending on the service for which the engine is intended. The pressure of the fuel oil is regulated by a spring loaded valve. The tension of this spring is regulated by a lever at the control station.

Where engines are driving generators or are used for other industrial purposes, the engines are arranged to ride constantly on the governors, thus maintaining a constant speed. The spring tension of the governors can be regulated while the engine is in operation to change the speed of the engine.

Spray nozzles and fuel oil pumps are made of carefully selected materials with precision workmanship and are skillfully hardened and ground to accuracy. They require no more attention than the spark plugs of a gasoline engine.

Fuel oil consumption is normally .4 pounds per brake hp. per hour with a B. M. E. P. of 90 pounds, with slightly lower consumption at lower mean effective pressure, down to as low as .38 pounds with 70 pounds B. M. E. P., from which point it rises to .40 pounds at 50 pounds B. M. E. P. and .45 pounds at 30 pounds B. M. E. P. When the B. M. E. P. is increased to 100 pounds, fuel consumption is normally about .42 pounds per brake hp. with a further increase as mean effective pressures are increased. The highest pressure at which these engines should be operated for short, overload periods is 115 pounds B. M. E. P.

TREIBER DIESEL ENGINE CORP.

CAMDEN, NEW JERSEY

Printed in U. S. A.

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7½, 15, 23, 35, 45, 50 & 70 K.W.

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Marine Engines with Reverse Gear

65 and 100 H. P., 4 cylinders
100 and 150 H. P., 6 cylinders
300 H. P., 12 V-cylinders

BULLETIN No. 123

Marine Engines with Reverse Gear

150 H. P., 4 cylinders
225 H. P., 6 cylinders
450 H. P., 12 V-cylinders

BULLETIN No. 124

Direct Reversible Marine Engines

225, 300, 375, 500, 600, 700 and 1100-1500 H. P., 6 cylinders

BULLETIN No. 125

Direct Reversible Marine Engines

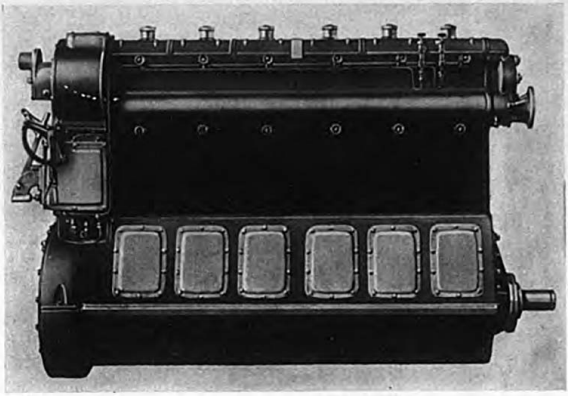
600, 750, 1000, 1200 & 1400 H. P., 12 V-cylinders

BULLETIN No. 126

Direct Reversible Marine Engine

2500-3000 H. P., 12 V-cylinders

Bulletin No. 124



Compactness, neatness of design, light weight and durability are the predominant characteristics of Treiber Diesels

DIRECT REVERSIBLE MARINE ENGINES

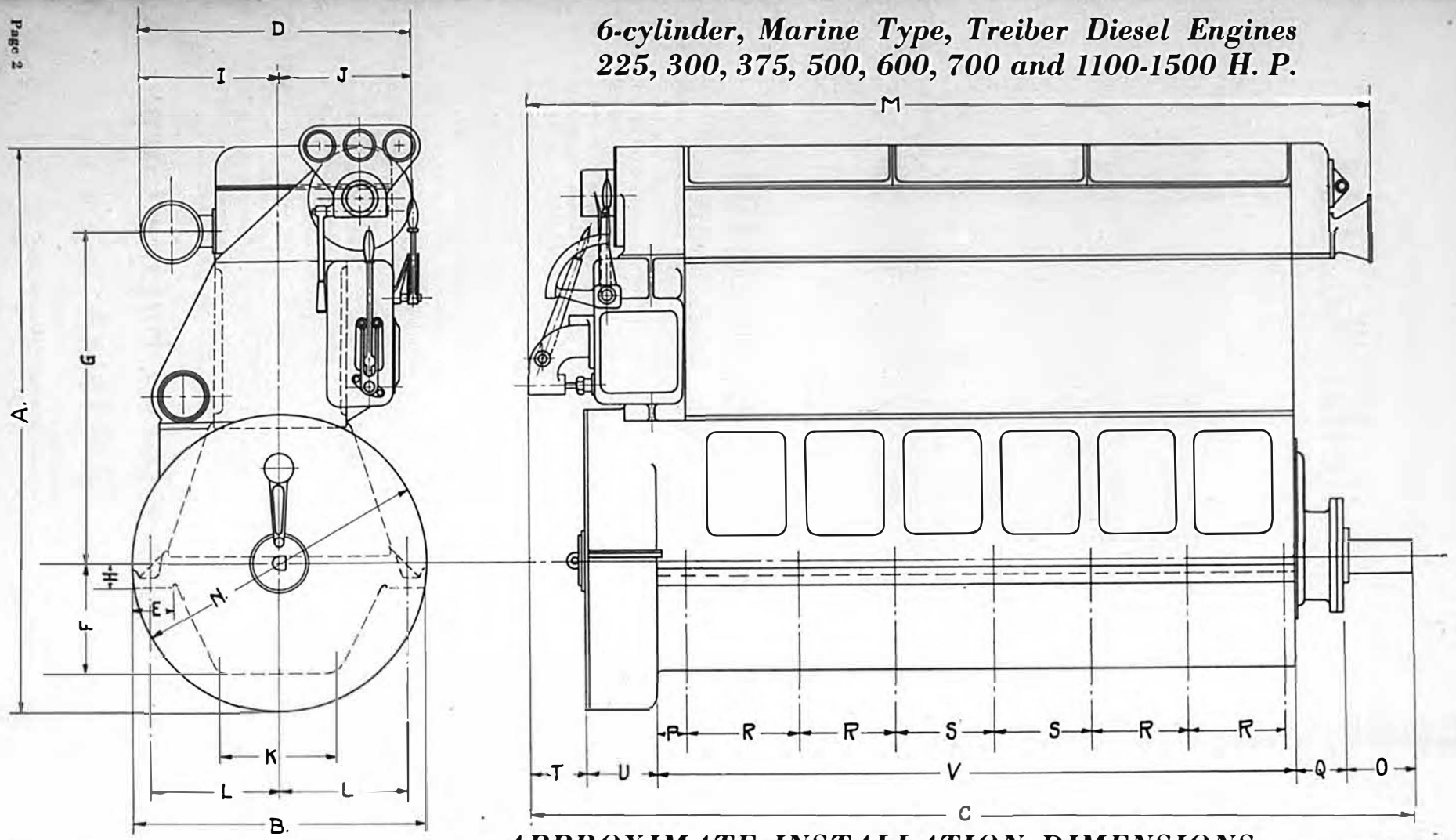
225 H. P., 6 cylinders
300 " " " "
375 " " " "
500 " " " "
600 " " " "
700 " " " "
1100-1500 " " " "

Treiber Diesel Engine Corp.

CAMDEN · NEW JERSEY

Cable Address: "Deselmotor"

6-cylinder, Marine Type, Treiber Diesel Engines
225, 300, 375, 500, 600, 700 and 1100-1500 H. P.



APPROXIMATE INSTALLATION DIMENSIONS

MODEL	BORE & STROKE	NO. CYL.	B.H.P.	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	WEIGHT # PER UNIT.
E	7½ X 9½	6	225 AT 900 RPM	59¾	29	87¾	26¾	3	10½	32	0	13¾	13	12	13	84	29	6¾	4⅛	4¾	9¾	9¾	5½	7	63¾	4500
F	8½ X 11	6	300 AT 700 RPM	68½	32½	111½	33	3½	12	39⅝	0	17½	15½	13¾	14½	98 2/16	31	7⅛	5¼	7⅜	12½	13	6¼	8	82¾	7500
G	9½ X 12	6	375 AT 700 RPM	73⅞	37	144	36½	3½	15	40½	4	19	17½	12	17	134 1/16	36¾	9⅛	7⅝	6	15	16½	14½	8¾	105⅝	12000
H	10½ X 13	6	500 AT 700 RPM	79¾	39½	158	40	3½	17	45⅞	4	20½	19½	16	18	147¼	36¾	10½	8⅝	6⅞	17	18	14½	9¾	116⅝	14000
I	11½ X 14	6	600 AT 650 RPM	85	42½	171	43	3¾	19	50⅝	4	22	21	17	19¼	159½	36¾	12	9⅝	7⅞	18½	19½	14½	10½	126⅝	16500
K	12½ X 15	6	700 AT 600 RPM	90	45	184	46	3¾	21	54⅝	4	24	22	18	20¾	170⅝	36¾	13½	10⅝	8½	20	21	14½	11	136⅝	19000
L	16 X 18	6	1100 TO 1500	111	57½	258	57	5	24	67	8	29	28	21½	26¼	246¾	40	15	18	16	28	29⅜	20	12	198¼	45000

6-cylinder, Marine Type, Treiber Diesel Engines
Built in Sizes: 225, 300, 375, 500, 600, 700 and 1100-1500 H. P.

GENERAL DESCRIPTION

General Design:

Treiber marine and stationary Diesel engines are built to meet the exacting requirements demanded by this class of service. They are the result of more than fifteen years' experience by Treiber engineers in the designing and building of many types and sizes of Diesel engines.

They are four cycle, solid injection, cold starting Diesel engines.

By skillful application of the recent developments in metallurgy, excessive and unnecessary weight has been eliminated, resulting in an engine that is light but durable, compact but powerful.

The framing, including the base and centerframe, is made of the finest grade of aluminum casting. Into the fabrication of the crankshaft goes only the best alloy steel, heat-treated, and carefully finished to precision standards. It is hollow-bored to eliminate unnecessary weight and provide for lubricating the crankshaft bearings. These bearings are made of steel shells, lined with the best grade of tin base babbitt, without the use of anchor grooves. Laminated shims are provided throughout for taking up wear, should this ever be required. Connecting rods are of drop forged alloy steel, heat-treated. Pistons are of aluminum. Cylinders are made of high strength nickel iron, unusually hard, and lapped to final dimensions, leaving a very fine mirror finish. The water jackets and cylinder heads are of high-strength nickel iron. The finest alloy steel obtainable is used for exhaust and inlet valves.

Lubricating Oil System:

All moving parts are entirely enclosed and all wearing surfaces are lubricated with force-feed lubrication. The pumps are mounted on and driven by the engine. The lubricating oil passes through an oil cooler and thence to all wearing parts and into the forward end of the hollow crankshaft through which it flows from end to end. Openings are provided in the proper places at each main and crank bearing to permit of thorough lubrication. At the after end of the crankshaft there is a pressure regulating valve which permits regulation of the lubricating oil pressure by the simple movement of a valve wheel on the side of the engine. All lubricating oil is caught up in the base of the engine and returned to the pump for recirculation.

Neatness of Design:

The neatness of design of the Treiber Diesel engine has created much favorable comment in the industry. Modern engineering principles skillfully applied by experienced engineers make possible the building of engines that are as perfect artistically as they are efficient mechanically.

Cleanliness of Operation:

Every possible care is taken, in machining the various parts of Treiber engines, to insure oil-tight joints and prevent the unsightly and wasteful leakage of the lubricant. Even after long continued service, Treiber engines look as *clean* as the day they were installed.

Smoothness:

All Treiber Diesels are designed to be inherently balanced. The reciprocating parts are carefully weighed and adjusted and all revolving parts are dynamically balanced to precision accuracy to give the best possible degree of smoothness in operation that can be obtained with internal combustion engines. As a result, Treiber Diesels are *guaranteed* to be free from vibration and excessive noise.

Size and Weight:

Although Treiber Diesels occupy about one-third the space of ordinary Diesel engines, their compactness has not been achieved at the sacrifice of accessibility. Their design makes overhauling, cleaning and repairing relatively simple tasks.

Decreased weight with increased strength is the chief claim to fame of Treiber Diesel engines. The marvelous improvements during the past few years in metallurgy and the art of casting and heat-treating have made it possible for Treiber engineers to build Diesel engines scaling about one-sixth the weight of other Diesels, with no sacrifice whatsoever of strength, durability or reliability. Durability depends to a large extent upon the ratio of stress to elastic or fatigue limit of the metals. For instance, cast iron, which is the common engine metal, has a tensile strength of about 22,000 pounds per square inch and a hardness of 34 scleroscope, while the cast *alloy* iron used in Treiber Diesels has a tensile strength of 58,000 pounds per square inch and a hardness of 45 scleroscope. Furthermore, crankshafts in the ordinary engine are of carbon steel with a tensile strength of 65,000 pounds per square inch, whereas the alloy, heat-treated steel used in Treiber crankshafts has a tensile strength of 105,000 pounds per square inch. The same favorable comparison holds true for connecting rods, pistons, piston rings, wrist pins and every part of the engine subject to stress or wear. Furthermore, the art of bearing design and lubrication has made tremendous advances in the past few years. These developments, incorporated in Treiber Diesel engines, make it possible to say that their lubrication is based upon the most advanced principles known to the engineering profession.

All these things contribute to reducing the weight of Treiber Diesels and increasing their revolutions per minute, *without* increasing the stresses beyond ordinary practice.

Starting Equipment:

These engines are started by compressed air at a pressure of 100 pounds or more. Air tanks are furnished for a pressure ranging from 250 pounds to 450 pounds per square inch, depending on the size of the engine, in sizes 18 inches in din-

6-cylinder, Marine Type, Treiber Diesel Engines
Built in Sizes: 225, 300, 375, 500, 600, 700 and 1100-1500 H.P.

GENERAL DESCRIPTION—(*Continued*)

meter by 60 inches long and 24 inches in diameter by from 84 to 240 inches long.

To start an engine it requires about six times the total piston displacement in free air at 100 pounds pressure per square inch. For marine purposes it is advisable to have sufficient compressed air to start each main engine at least twelve times without recharging the tanks. For stationary purposes it is necessary to have compressed air capacity suitable for only two or three starts without recharging the air tanks.

Equipment (*Furnished with Each Engine*):

Air tanks for starting; one direct connected motor-driven two-stage compressor with a 7½ hp. motor, weighing 1000 pounds combined, for Models E-F-G & H, and a 12 hp. motor and compressor, weighing 1600 pounds combined, for Models I-K & L; one motor-driven fuel oil transfer pump; one lubricating oil cooler; one muffler; one pyrometer set; one tachometer; bronze circulating water pump and the necessary lubricating and fuel oil pumps; gauges; fuel and lubricating oil strainers; set of engineer's wrenches.

Reversing Mechanism:

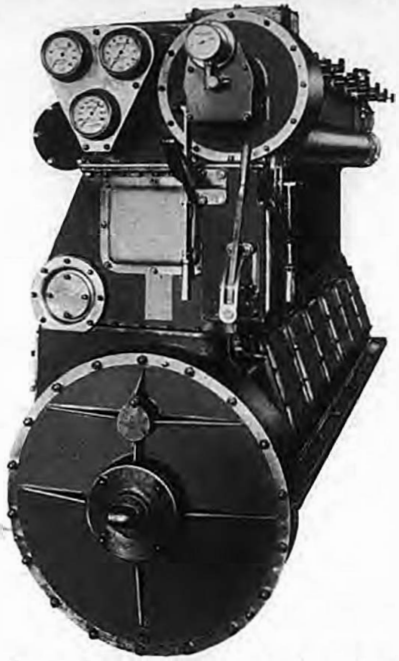
Reversing is accomplished for direct connected marine service by the movement of the camshaft, controlled by a lever on the small engines and a wheel on the large engines. This movement shifts either the ahead or the astern cams under the rocker arm roller, depending upon the direction desired to operate. A telltale in front of the operating lever, lettered "AHEAD", "STOP", "ASTERN", shows clearly the position of the camshaft. Starting is accomplished by opening the throttle valve. Speed is regulated by a fuel control lever. Reversing can be accomplished in from four to eight seconds, depending on the size of the engine.

Fuel System:

The fuel system consists of two or more plunger type pumps which maintain a constant pressure of oil on the entire system and within the spray nozzles. The valves in the spray nozzles are mechanically opened by a cam on the camshaft. The quantity of fuel injected into each cylinder is regulated by the amount of pressure on the oil and also by a lost-motion mechanism, incorporated within the spray nozzles and connected with the control lever or the governor, depending on the service for which the engine is intended. The pressure of the fuel oil is regulated by a spring loaded valve. The tension of this spring is regulated by a lever or wheel at the control station. Direct connected marine engines are not regularly equipped with governors. Where engines are driving generators or are used for other industrial purposes, the engines are arranged to ride constantly on the governors, thus maintaining a constant speed. The spring tension of the governors can be regulated while the engine is in operation to change the speed of the engine.

Spray nozzles and fuel oil pumps are made of carefully selected materials with precision workmanship and are skillfully hardened and ground to accuracy. They require no more attention than the spark plugs of a gasoline engine.

Fuel oil consumption is normally .4 pounds per brake hp. per hour with a B. M. E. P. of 90 pounds, with slightly lower consumption at lower mean effective pressure, down to as low as .38 pounds with 70 pounds B. M. E. P., from which point it rises to .40 pounds at 50 pounds B. M. E. P. and .45 pounds at 30 pounds B. M. E. P. When the B. M. E. P. is increased to 100 pounds, fuel consumption is normally about .42 pounds per brake hp. with a further increase as mean effective pressures are increased. The highest pressure at which these engines should be operated for short, overload periods is 115 pounds B. M. E. P.



Operating end, showing the centralization of engine controls and emphasizing the ease with which all Treiber Diesels can be maneuvered.

TREIBER DIESEL ENGINE CORP.

CAMDEN, NEW JERSEY

Printed in U. S. A.

List of Bulletins describing the complete range of sizes and types of Treiber Diesel Engines

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BULLETIN No. 121

Direct Connected Generator Sets

7½, 15, 23, 35, 45, 50 & 70 K.W.

BULLETIN No. 122

Marine Engines with Reverse Gear

65 and 100 H. P., 4 cylinders
100 and 150 H. P., 6 cylinders
300 H. P., 12 V-cylinders

BULLETIN No. 123

Marine Engines with Reverse Gear

150 H. P., 4 cylinders
225 H. P., 6 cylinders
450 H. P., 12 V-cylinders

BULLETIN No. 124

Direct Reversible Marine Engines

225, 300, 375, 500, 600, 700 and 1100-1500 H. P., 6 cylinders

BULLETIN No. 125

Direct Reversible Marine Engines

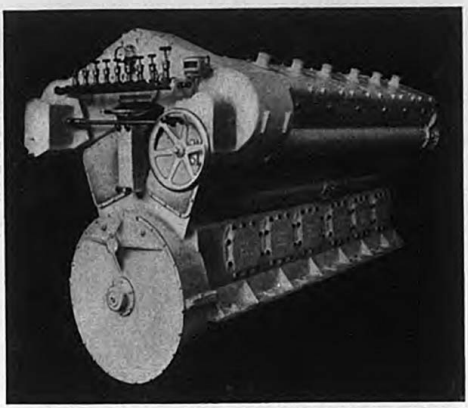
600, 750, 1000, 1200 & 1400 H.P., 12 V-cylinders

BULLETIN No. 126

Direct Reversible Marine Engine

2500-3000 H. P., 12 V-cylinders

Bulletin No. 125



The 12-cylinder, V-type Treiber Diesel is as smooth and beautiful in performance as it is in appearance

DIRECT REVERSIBLE MARINE ENGINES V-TYPE

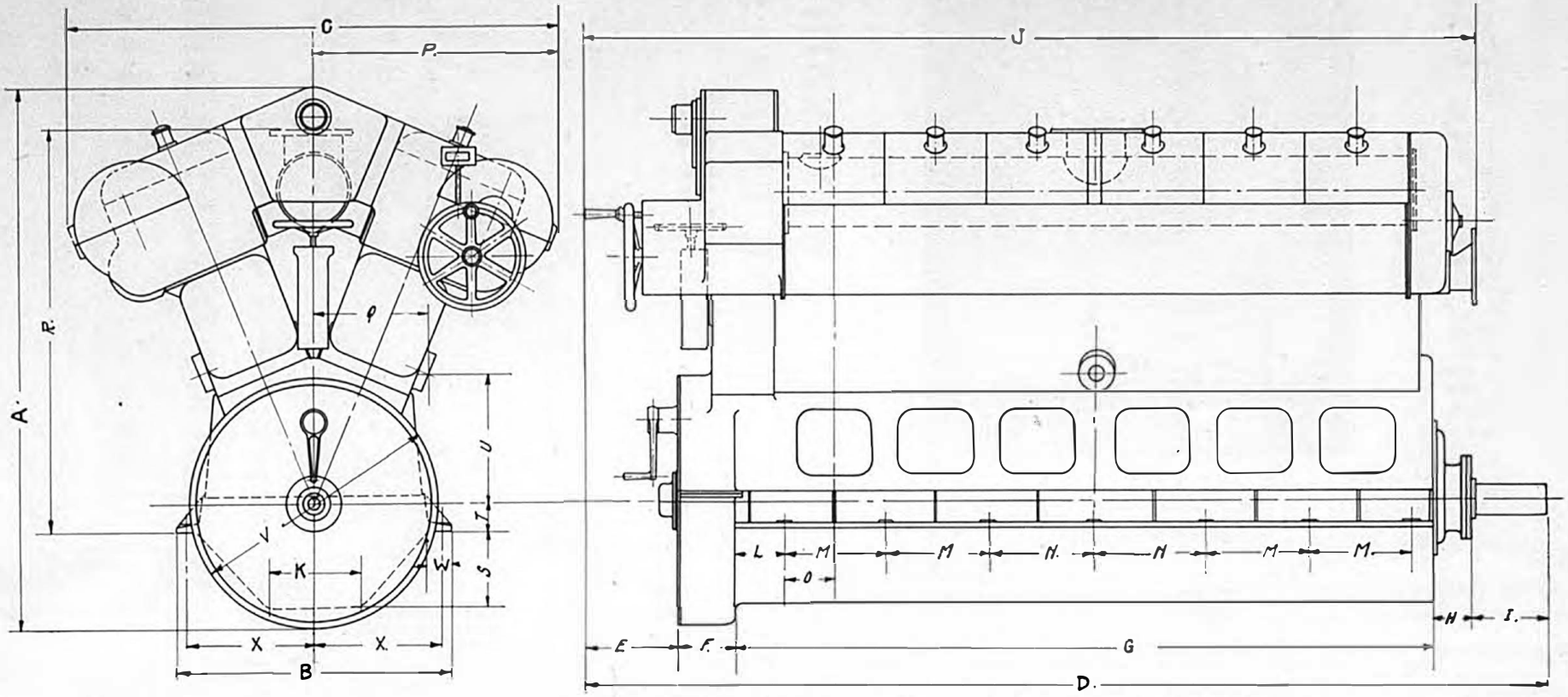
600 H. P., 12 V-cylinders
750 H. P. " " "
1000 H. P. " " "
1200 H. P. " " "
1400 H. P. " " "

Treiber Diesel Engine Corp.

CAMDEN · NEW JERSEY

Cable Address: "Deselmotor"

V-cylinder, Marine Type, Direct Reversible Treiber Diesel Engines
600, 750, 1000, 1200 and 1400 H. P., 12 V-cylinders



APPROXIMATE INSTALLATION DIMENSIONS

Model	Bore & Stroke	No. Cyl.	B.H.P.	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Weight # per unit.
FV	8½ X 11	12-V	600 at 750 RPM	75¼	37	67	122¼	14	9	85	5½	8¾	113½	13	7¼	12½	13	6¼	33½	16¾	55½	10½	3½	17	36	3⅛	17	10500
GV	9½ X 12	12-V	750 at 700 RPM	80⅞	41	72¾	194 11/16	14½	8¾	106 3/16	5⅞	9¼	134⅞	14	7 5/8	15½	16½	7¾	36⅜	17¼	58	11	4	18¼	36¾	3½	19	17600
HV	10½ X 13	12-V	1000 at 700 RPM	84⅛	43	79¾	158¼	14½	9¾	116 5/8	6⅞	10½	147¾	15	8 5/8	17	18	8½	39⅞	18¼	61¼	12	4	18¼	36¾	3½	20	20000
IV	11½ X 14	12-V	1200 at 650 RPM	87⅜	45	86¾	171½	14½	10½	126⅜	7⅞	12	159½	16	9⅜	18½	19½	9¼	43⅜	19¼	64½	13	4	18¼	36¾	3¾	21	24000
KV	12½ X 15	12-V	1400 at 600 RPM	90⅝	47	93¾	184⅛	14½	11	136⅜	8½	13½	170⅝	17	10⅝	20	21	10	46⅞	20¼	67¾	14	4	18¼	36¾	3¾	22	27000

V-cylinder, Marine Type, Direct Reversible, Treiber Diesel Engines Built in Sizes: 600, 750, 1000, 1200 and 1400 H. P.

GENERAL DESCRIPTION

General Design:

Treiber marine and stationary Diesel engines are built to meet the exacting requirements demanded by this class of service. They are the result of more than fifteen years' experience by Treiber engineers in the designing and building of many types and sizes of Diesel engines.

They are four cycle, solid injection, cold starting Diesel engines.

By skillful application of the recent developments in metallurgy, excessive and unnecessary weight has been eliminated, resulting in an engine that is light but durable, compact but powerful.

The framing, including the base and centerframe, is made of the finest grade of aluminum casting. Into the fabrication of the crankshaft goes only the best alloy steel, heat-treated, and carefully finished to precision standards. It is hollow-bored to eliminate unnecessary weight and provide for lubricating the crankshaft bearings. These bearings are made of steel shells, lined with the best grade of tin base babbitt, without the use of anchor grooves. Laminated shims are provided throughout for taking up wear, should this ever be required. Connecting rods are of drop forged alloy steel, heat-treated. Pistons are of aluminum. Cylinders are made of high strength nickel iron, unusually hard, and lapped to final dimensions, leaving a very fine mirror finish. The water jackets and cylinder heads are of high-strength nickel iron. The finest alloy steel obtainable is used for exhaust and inlet valves.

Lubricating Oil System:

All moving parts are entirely enclosed and all wearing surfaces are lubricated with force-feed lubrication. The pumps are separate units, motor driven. The lubricating oil passes through an oil cooler and thence to all wearing parts and into the forward end of the hollow crankshaft through which it flows from end to end. Openings are provided in the proper places at each main and crank bearing to permit of thorough lubrication. At the after-end of the crankshaft there is a pressure regulating valve which permits regulation of the lubricating oil pressure by the simple movement of a valve wheel on the side of the engine. All lubricating oil is caught up in the base of the engine and returned to the pump for recirculation.

Neatness of Design:

The neatness of design of the Treiber Diesel engine has created much favorable comment in the industry. Modern engineering principles skillfully applied by experienced engineers make possible the building of engines that are as perfect artistically as they are efficient mechanically.

Cleanliness of Operation:

Every possible care is taken, in machining the various parts of Treiber engines, to insure oil-tight joints and prevent the unsightly and wasteful leakage of the lubricant. Even after long continued service, Treiber engines look as *clean* as the day they were installed.

Smoothness:

All Treiber Diesels are designed to be inherently balanced. The reciprocating parts are carefully weighed and adjusted and all revolving parts are dynamically balanced to precision accuracy to give the best possible degree of smoothness in operation that can be obtained with internal combustion engines. As a result, Treiber Diesels are *guaranteed* to be free from vibration and excessive noise.

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Decreased weight with increased strength is the chief claim to fame of Treiber Diesel engines. The marvelous improvements during the past few years in metallurgy and the art of casting and heat-treating have made it possible for Treiber engineers to build Diesel engines scaling about one-sixth the weight of other Diesels, with no sacrifice whatsoever of strength, durability or reliability. Durability depends to a large extent upon the ratio of stress to elastic or fatigue limit of the metals. For instance, cast iron, which is the common engine metal, has a tensile strength of about 22,000 pounds per square inch and a hardness of 34 scleroscope, while the cast *alloy* iron used in Treiber Diesels has a tensile strength of 58,000 pounds per square inch and a hardness of 45 scleroscope. Furthermore, crankshafts in the ordinary engine are of carbon steel with a tensile strength of 65,000 pounds per square inch, whereas the alloy heat-treated steel used in Treiber crankshafts has a tensile strength of 105,000 pounds per square inch. The same favorable comparison holds true for connecting rods, pistons, piston rings, wrist pins and every part of the engine subject to stress or wear. Furthermore, the art of bearing design and lubrication has made tremendous advances in the past few years. These developments, incorporated in Treiber Diesel engines, make it possible to say that their lubrication is based upon the most advanced principles known to the engineering profession.

All these things contribute to reducing the weight of Treiber Diesels and increasing their revolutions per minute, *without* increasing the stresses beyond ordinary practice.

Starting Equipment:

These engines are started by compressed air at a pressure of 100 pounds or more. Air tanks are furnished for a pressure ranging from 250 pounds to 450 pounds per square inch, depending on the size of the engine, in sizes 18 inches in dia-

V-cylinder, Marine Type, Direct Reversible, Treiber Diesel Engines Built in Sizes: 600, 750, 1000, 1200 and 1400 H.P.

GENERAL DESCRIPTION—(*Continued*)

meter by 60 inches long and 24 inches in diameter by from 84 to 240 inches long.

To start an engine it requires about six times the total piston displacement in free air at 100 pounds pressure per square inch. For marine purposes it is advisable to have sufficient compressed air to start each main engine at least twelve times without recharging the tanks. For stationary purposes it is necessary to have compressed air capacity suitable for only two or three starts without recharging the air tanks.

Equipment (*Furnished with Each Engine*):

Air tanks for starting; one direct connected motor-driven two-stage compressor with a 7½ hp. motor, weighing 1,000 lbs. combined, for models FV-GV and HV, and a 12 hp. motor and compressor weighing 1,600 lbs. combined, for models IV and KV; one motor-driven fuel oil transfer pump; one lubricating oil cooler; one muffler; one pyrometer set; one tachometer; bronze circulating water pump and the necessary lubricating and fuel oil pumps; gauges; fuel and lubricating oil strainers; set of engineer's wrenches.

Reversing Mechanism:

Reversing is accomplished for direct connected marine service by the movement of the camshaft, controlled by a lever on the small engines and a wheel on the large engines. This movement shifts either the ahead or the astern cams under the rocker arm roller, depending upon the direction desired to operate. A telltale in front of the operating lever, lettered "AHEAD," "STOP," "ASTERN," shows clearly the position of the camshaft. Starting is accomplished by opening the throttle valve. Speed is regulated by a fuel control lever. Reversing can be accomplished in from four to eight seconds, depending on the size of the engine.

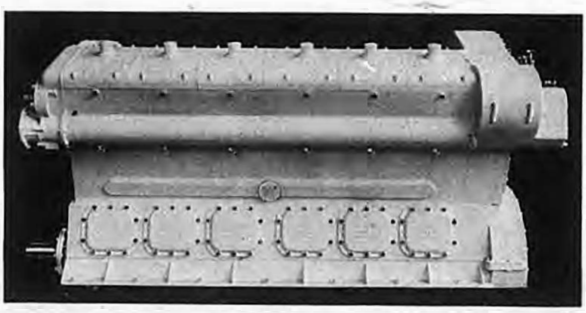
Fuel System:

The fuel system consists of two or more plunger type pumps which maintain a constant pressure of oil on the entire system and within the spray nozzles. The valves in the spray nozzles are mechanically opened by a cam on the camshaft. The quantity of fuel injected into each cylinder is regulated by the amount of pressure on the oil and also by a lost-motion mechanism, incorporated within the spray nozzles and connected with the control lever or the governor, depending on the service for which the engine is intended. The pressure of the fuel oil is regulated by a spring loaded valve. The tension of this spring is regulated by a lever or wheel at the control station. Direct connected marine engines are not regularly equipped with governors.

Where engines are driving generators or are used for other industrial purposes, the engines are arranged to ride constantly on the governors, thus maintaining a constant speed. The spring tension of the governors can be regulated while the engine is in operation to change the speed of the engine.

Spray nozzles and fuel oil pumps are made of carefully selected materials with precision workmanship and are skillfully hardened and ground to accuracy. They require no more attention than the spark plugs of a gasoline engine.

Fuel oil consumption is normally .4 pounds per brake hp. per hour with a B. M. E. P. of 90 pounds, with slightly lower consumption at lower mean effective pressure, down to as low as .38 pounds with 70 pounds B. M. E. P., from which point it rises to .40 pounds at 50 pounds B. M. E. P. and .45 pounds at 30 pounds B. M. E. P. When the B. M. E. P. is increased to 100 pounds, fuel consumption is normally about .42 pounds per brake hp. with a further increase as mean effective pressures are increased. The highest pressure at which these engines should be operated for short, overload periods is 115 pounds B. M. E. P.



The neatness and compactness self-evident in this starboard view of a 12-V cylinder Direct Reversible model, typifies the beauty and refinement of design characteristic of all Treiber Diesel Engines.

TREIBER DIESEL ENGINE CORP.

CAMDEN, NEW JERSEY

Printed in U. S. A.

List of Bulletins describing the complete range of sizes and types of Treiber Diesel Engines

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BULLETIN No. 121

Direct Connected Generator Sets

7½, 15, 23, 35, 45, 50 & 70 K.W.

BULLETIN No. 122

Marine Engines with Reverse Gear

65 and 100 H. P., 4 cylinders
100 and 150 H. P., 6 cylinders
300 H. P., 12 V-cylinders

BULLETIN No. 123

Marine Engines with Reverse Gear

150 H. P., 4 cylinders
225 H. P., 6 cylinders
450 H. P., 12 V-cylinders

BULLETIN No. 124

Direct Reversible Marine Engines

225, 300, 375, 500, 600, 700 and 1100-1500 H. P., 6 cylinders

BULLETIN No. 125

Direct Reversible Marine Engines

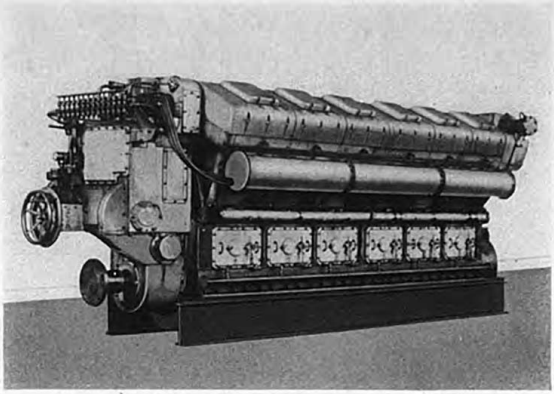
600, 750, 1000, 1200 & 1400 H.P., 12 V-cylinders

BULLETIN No. 126

Direct Reversible Marine Engine

2500-3000 H. P., 12 V-cylinders

Bulletin No. 126



This 12-cylinder, 2500-3000 H. P. Treiber Diesel weighs but 21 pounds per hp.

DIRECT REVERSIBLE MARINE ENGINE V-TYPE

2500-3000 H. P. 12 V-cylinders

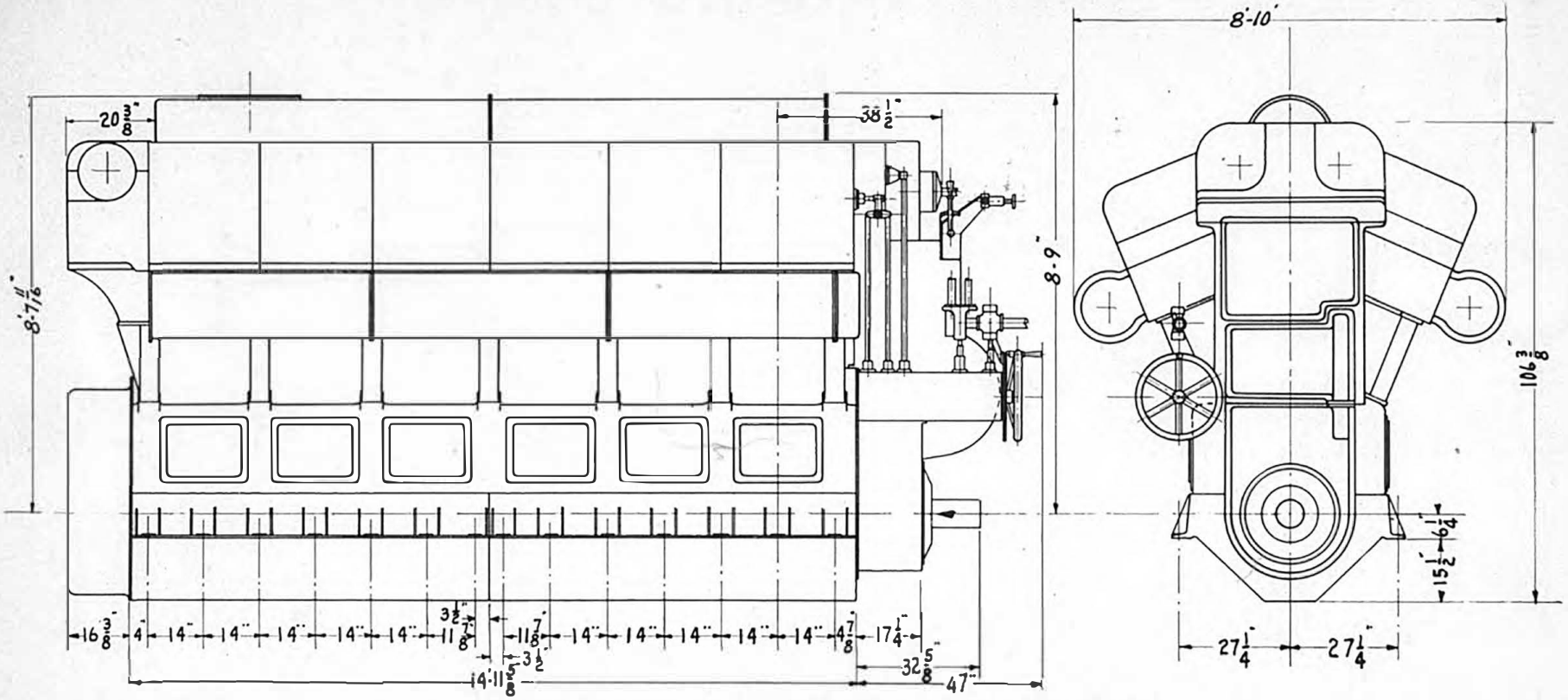
Treiber Diesel Engine Corp.

CAMDEN NEW JERSEY

Cable Address: "Deselmotor"

V-cylinder, Marine Type, Treiber Diesel Engine
12 V-cylinders 16" x 16", 2500-3000 H. P.

APPROXIMATE INSTALLATION DIMENSIONS



Model MV 2500-3000 H. P. at 700 R. P. M. Weight 63,200 lbs.

V-cylinder, Marine Type, Treiber Diesel Engine
12 V-cylinders 16" x 16", 2500-3000 H. P.

GENERAL DESCRIPTION

General Design:

Treiber marine and stationary Diesel engines are built to meet the exacting requirements demanded by this class of service. They are the result of more than fifteen years' experience by Treiber engineers in the designing and building of many types and sizes of Diesel engines.

They are four cycle, solid injection, cold starting Diesel engines.

By skillful application of the recent developments in metallurgy, excessive and unnecessary weight has been eliminated, resulting in an engine that is light but durable, compact but powerful.

The framing, including the base and centerframe, is made of the finest grade of steel casting. Into the fabrication of the crankshaft goes only the best alloy steel, heat-treated, and carefully finished to precision standards. It is hollow-bored to eliminate unnecessary weight and provide for lubricating the crankshaft bearings. These bearings are made of steel shells, lined with the best grade of tin base babbitt, without the use of anchor grooves. Laminated shims are provided throughout for taking up wear, should this ever be required. Connecting rods are of drop forged alloy steel, heat-treated. Pistons are of aluminum. Cylinders are made of forged alloy steel and heat-treated, unusually hard, and lapped to final dimensions, leaving a very fine mirror finish. The water jackets and cylinder heads are of high-strength copper aluminum alloy. The finest alloy steel obtainable is used for exhaust and inlet valves.

Lubricating Oil System:

All moving parts are entirely enclosed and all wearing surfaces are lubricated with force-feed lubrication. The pumps are separate units, motor driven. The lubricating oil passes through an oil cooler and thence to all wearing parts and into the hollow crankshaft through which it flows to openings provided in the proper places at each main and crank bearing to permit of thorough lubrication. There is a pressure regulating valve which permits regulation of the lubricating oil pressure by the simple movement of a valve wheel on the side of the engine. All lubricating oil is caught up in the base of the engine and returned to the pump for recirculation.

Neatness of Design:

The neatness of design of the Treiber Diesel engine has created much favorable comment in the industry. Modern engineering principles skillfully applied by experienced engineers make possible the building of engines that are as perfect artistically as they are efficient mechanically.

Cleanliness of Operation:

Every possible care is taken, in machining the various parts of Treiber engines, to insure oil-tight joints and prevent the unsightly and wasteful leakage of the lubricant. Even after long continued service, Treiber engines look as *clean* as the day they were installed.

Smoothness:

All Treiber Diesels are designed to be inherently balanced. The reciprocating parts are carefully weighed and adjusted and all revolving parts are dynamically balanced to precision accuracy to give the best possible degree of smoothness in operation that can be obtained with internal combustion engines. As a result, Treiber Diesels are *guaranteed* to be free from vibration and excessive noise.

Size and Weight:

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All these things contribute to reducing the weight of Treiber Diesels and increasing their revolutions per minute, *without* increasing the stresses beyond ordinary practice.

Starting Equipment:

These engines are started by compressed air at a pressure of 100 pounds or more. Air tanks are furnished for a pressure of 450 pounds per square inch, in sizes 24 inches in diameter by from 84 to 240 inches long.

To start an engine it requires about six times the total piston displacement in free air at 100 pounds pressure per square inch. For marine purposes it is advisable to have

V-cylinder, Marine Type, Treiber Diesel Engine
12 V-cylinders 16" x 16", 2500-3000 H. P.

GENERAL DESCRIPTION—(*Continued*)

sufficient compressed air to start each main engine at least twelve times without recharging the tanks. For stationary purposes it is necessary to have compressed air capacity suitable for only two or three starts without recharging the air tanks.

Equipment (*Furnished with Each Model MV*):

Air tanks for starting; one direct connected motor-driven two-stage compressor with a 12 HP motor weighing 1,600 lbs. combined; one motor-driven fuel oil transfer pump; one lubricating oil cooler; one motor driven lubricating oil pump; one muffler; one pyrometer set; one tachometer; one motor driven bronze circulating water pump and the necessary fuel oil pumps; gauges; fuel and lubricating oil strainers; set of engineer's wrenches.

Reversing Mechanism:

Reversing is accomplished by movement of the camshaft, effected pneumatically by the use of an air ram and oil dash pot. The ram revolves the rocker arm shaft on which the rocker arms are eccentrically mounted. This motion raises the rocker arms away from the cams, permitting free movement of the camshaft, actuated by the ram at the proper time. After its completion the rocker arms are brought down on the cam by a continued revolving of the rocker arm shaft.

Starting is accomplished by moving the control wheel to the bottom position, thus opening the air valve. Movement of the operating wheel from the bottom position toward the top, decreases the amount of fuel feed, thus reducing the speed and power of the engine, until, at top dead center, no fuel is fed to the cylinders and the engine stops. Continued movement of this same wheel opens a valve, admitting air to the reverse rams. An interlocking mechanism prevents movement of the control wheel, except in sequence with the motion of the ram and camshaft.

Fuel System:

The fuel system consists of four plunger type pumps which maintain a constant pressure of oil on the entire system and within the spray nozzles. The valves in the spray nozzles are mechanically opened by a cam on the camshaft. The quantity of fuel injected into each cylinder is regulated by the amount of pressure on the oil and also by a lost-motion mechanism, incorporated within the spray nozzles and connected with the control lever or the governor, depending on the service for which the engine is intended. The pressure of the fuel oil is regulated by a spring loaded valve. The tension of this spring is regulated by a lever or wheel at the control station. Direct connected marine engines are not regularly equipped with governors.

Where engines are driving generators, or are used for other industrial purposes, the engines are arranged to ride constantly on the governors, thus maintaining a constant speed. The spring tension of the governors can be regulated while the engine is in operation to change the speed of the engine.

Spray nozzles and fuel oil pumps are made of carefully selected materials with precision workmanship and are skillfully hardened and ground to accuracy. They require no more attention than the spark plugs of a gasoline engine.

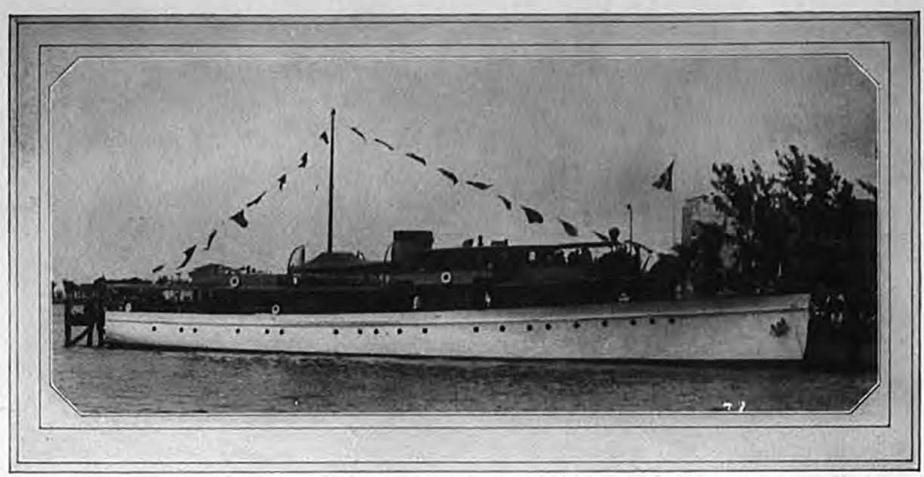
Fuel oil consumption is normally .4 pounds per brake hp. per hour with a B. M. E. P. of 90 pounds, with slightly lower consumption at lower mean effective pressure, down to as low as .38 pounds with 70 pounds B. M. E. P., from which point it rises to .40 pounds at 50 pounds B. M. E. P. and .45 pounds at 30 pounds B. M. E. P. When the B. M. E. P. is increased to 100 pounds, fuel consumption is normally about .42 pounds per brake hp. with a further increase as mean effective pressures are increased. The highest pressure at which these engines should be operated for short, overload periods is 115 pounds B. M. E. P.

Two V-type, 12 cylinder 16" x 16" Treiber Diesel Engines, each of 2500-3000 H. P. are on order for installation in the yacht illustrated above. It is calculated from model experiments conducted in the U. S. Government testing tank in Washington, D. C., that her Treiber engines will drive her 40 miles per hour, making her by far the fastest Diesel powered vessel ever built. One engine is already completed, has undergone satisfactory shop tests and been accepted by the Owner. The other is in process of construction as this bulletin goes to press.

TREIBER DIESEL ENGINE CORP.

CAMDEN, NEW JERSEY

Printed in U. S. A.



FOR SALE OR CHARTER

One of the Finest, Fastest, Most Complete Diesel Yachts Afloat

SHADOW K is one of the three fastest Diesel yachts in America, the kind of a boat in which one can undertake a cruise of a hundred or a thousand miles with several guests, at express speed and with all the comforts of a well appointed hotel. Designed by Purdy, constructed of steel by Consolidated and powered with two 500 H.P. Winton Diesel engines. The length is 150 feet, beam 25 feet, draft 7½ feet.

Upper deck: Owner's room, full width of boat, 18 feet in length; unusually large bed. 7 feet wide; fully equipped bathroom; electric fireplace; safe for valuables, etc. Adjoining the owner's room is a smaller room for maid or one guest, with individual toilet, shower, large closet, and individual door connection to deck.

Below decks: Four large staterooms with unusually large double berths and large closets; each stateroom fitted with individnal tiled shower and toilet. Also one small stateroom for maid with bath connection.

Forward: Very complete Galley extending full width of boat, fitted with Frigidaire throughout, all oil burning stoves. Galley is unusually well provided with splendid ventilation so that there are no odors at any time on the boat; very complete draft from one side of boat to the other through the doors, besides having ventilation through the stack.

Forward of Galley is the Dining Saloon; capacity 14 persons. Contains Victrola, upright piano, owner's desk and radio. Dining Saloon is unusually well equipped for Bridge.

Double fixed Bridge Tables are fitted on the aft deck, protected in any weather with glass windshields and roof. Independent toilet aft for guests, adjoining bridge room. Independent Isco refrigerator adjoining bridge room with ice for any type of iced drinks.

The upper deck has a Mechanical Horse, electrically operated, for morning and afternoon exercise. This mechanical horse gives practically the same effect as a horseback ride in the park. Aft part of the top deck is provided with wind curtains to make an ideal sun porch and has been much used for this purpose in southern waters.

A Swimming Net is carried which can he used any place at sea uuder satisfactory weather conditions.

Crew's Quarters forward; total crew 16. Wireless connection is in the captain's room. (Both the captain and his son, one of the engineers, are expert operators.) Shadow K is also equipped with "Metal Mike" or Sperry Gyroscope control which is very efficient and reliable. Auxiliary lighting and heating equipment, electricity.

Write or phone for sale and charter prices, direct or through your own broker.

CARL G. FISHER, Port Washington, Long Island, N. Y.

Telephones: Port Washington 918, 180 or 999

927 West 41st Street,
P. O. Box 2491
Ocean View Station
Miami Beach, Florida.

Sept. 29, 1942.

Mrs. Carl G. Fisher,
P. O. Box 156,
Maitland, Florida.

Dear Margaret:-

A little late in writing to Mr. McGuire of the Joshua Hendy Iron Works, of Sunnyvale, California, regarding the Treiber patents, etc. However, I am enclosing herewith copy of my letter which is going out to them today,

Just as a matter of record and in reply to your letter of September 15th, regarding the letter which you received from the Hendy Iron Works, I confirm what I said to you, namely, that to the best of my knowledge and belief Carl never personally owned any Treiber Diesel Engine Corporation patents - all of them were in the name of the Treiber Corporation. Even those patents which were bought or secured from others and which were used by the Treiber Corporation, were assigned to the Treiber Corporation. I know of no patent which was owned or controlled or in which Mr. Fisher had any interest which was used by Treiber, and those patents which were owned by the Treiber Corporation were subsequently sold and/or disposed of to others; and Treiber, as far as I know, had no interest in any patent which was either owned or controlled by Mr. Fisher, regardless of whether or not that patent had anything to do with the Diesel engines or otherwise.

As soon as I hear anything from the Hendy Iron Works and/or McGuire, I will send you a copy of their letter and let you know what, if anything, further can be done.

I received your postal card, dated Sept. 23rd, which you mailed while enroute to Maitland. I am hoping this afternoon to get hold of the man who is familiar with the linens now housed at the Laundry Building, and will give him a list of your requirements and have him check over the linens and see what we can do to take care of your needs.

As I told you the other day, we had it all fixed to start operating the LaGorce Golf Course on November 15th, and to open and operate the King Cole Hotel, with C. S. Krom as Manager. That has all been kicked sky high since you were here, and it is not at all unlikely that the Army will take over the King Cole. I am putting up a strong fight to retain possession, but it looks to me like I am fighting a losing battle, particularly in view of the fact that at a meeting which I attended yesterday, which was addressed by a representative of the War Department, etc., it was intimated, and I believe it is very likely to be a fact, that we are going to have in this area at least twice to three times as many soldiers as we now have, and that the Government is going to require the use of practically every hotel and apartment house having eight or more units, all the way up to 60th Street, from the Ocean to the Bay, and that it may even be extended to a point of where they will take everything available all the way up to, but not including, Hollywood.

I was informed yesterday that while no one would make any positive statements, that we might expect something definite some time this week as to what, if anything, was going to be done.

I was also informed yesterday that the papers in connection with the sale of the Nautilus Hotel had been received from Washington; that the sale had been approved and the local U. S. Attorneys had been authorized to proceed with the closing of that transaction.

That's about all of the important news at the moment.

Hope it has turned cooler up in your section of the woods. Down here it is just as hot, if not hotter than ever.

Sincerely,

F. R. Humpage.

FRH:AVM
Enclosure