

The Line Shaft

The Official Newsletter of the

NORTH JERSEY ANTIQUE ENGINE & MACHINE CLUB INC.

May 2022

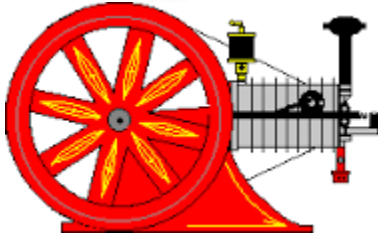


President: Albert (Chuck) Klim
973/903-3583

Vice Pres: Brian Kardos
973/756-7772

Treasurer: Linda Klim
973/948-0693

Sec/acting: Sandra Betts
973/600-3425



Founded on October 15th, 1979 by: Arthur Goble, Fred W. Westbrook, John Snook, Roy Bischoff & Lewis Quince

The April 12th meeting was held at the Shed!

President Chuck Klim called the meeting to order, followed by the flag salute.

Treasurer Linda Klim reported the general & raffle account balances. Bills to be paid were reviewed for payment and included Bob Triebel's newsletter expense, Chuck Klim's expense for shelving display boards and Linda Klim's expense for office materials...all were accepted for payment. Seven of our eight cart sponsors have made their yearly contribution. Dues...we have (19) members who have not paid their dues to date. Note: newsletters will shortly be discontinued to those who have not paid.

The minutes from last month's meeting were read by acting Secretary, Sandy Betts.

NEW BUSINESS: Linda Klim brought up preparations for up-coming events (including the STATE FAIR) in which 66 club re-sale shirts have been purchased, (53) Large, (10) 2X/3X and...the emblem has been enlarged and the word INC was added. Chuck picked up on the shirts, showing sizes, colors and bags for proper storage. The price of shirts was discussed and the sale price will be raised to \$15, with \$20 for X Large. The change was approved. Also, Ticket raffle proof should be provided by the end of week with 6,000 ordered and Linda suggested bundling our ticket sales...one bundle might include (3)-tickets and/or a bundle might include (30)-tickets for say \$20-\$25. This will be a future discussion topic. Linda suggested bringing in antiques, plants and other items to sell and bring in some donations to club. Linda also has 3X5 military flags to sell. Discussion of other up-coming events included the annual Military Transport Swap Meet and Vehicle Show and possibly some Skylands Park baseball games. Linda is looking into the possibility of the Club being a vendor at Skyland Park games to sell shirts and raffle tickets. The Club has been invited to participate in the Memorial Day American Legion parade.

Chuck presented an engineering drawing of the possible addition to the shed, that the attending club members could look at and review. He commented he would make a few minor changes to it and then submit it to the Fairground's Board.

Chuck stated that there are currently three Directors on the Club Board and he would like to change that to five, nominating Richard Muys Sr. and Richard Muys Jr. All members voted unanimously to approve.

Also per Chuck, (5) bags of #2 peanuts were just purchased at \$55/bag...a \$5 price increase. To maintain a profit (and not go to \$3.00 per retail bag) we need to sell all for \$2.00 a bag & do away with the (3) for \$5 special pricing. The membership approved. More Peanuts are to be purchased for future use. Paper bags and the State's new bagging restrictions were discussed. We will open the shed on the 23rd and a request for volunteers for this Saturday to clean, turn on the water, etc. was made.

Chuck mentioned he was looking to put together a Plow Day and he talked with Sam Castimore, who said maybe, Benny Jorritsma, who said probably not, and Bill Sytsema and Anthony Lentini, who both also said maybe.

Per Blace Flatt, he and Tom Tunstead are going to pick up brooms tomorrow...the 13th.

All future meetings will be held on TUESDAY at 7 p.m...Brian Kardos made a motion to adjourn, 2nd by Andy Mackey.

Our next meeting will be on TUESDAY MAY 10th at the Shed!

Our Web Address: njaemc.org

67 Branchville Lawson Rd., Newton NJ 07860

Adolphus Busch, Engine Builder...1839-1913...

The next time you pop a few beers with your crank-head friends, you will have a slice of history to discuss with them:

The 1st diesel engine manufacturer in America!

The King of Brewers...the real "BUDMAN"...was born in 1839 near Mainz Germany and emigrated to the United States in 1857. St. Louis was, by the mid-1800's, developing a large German population and Busch found himself drawn to St. Louis and the brewery equipment business. Thru that association he met his future bride Lily Anheuser. Her father, Eberhard Anheuser, had recently purchased the "failed" *Bavarian Brewery* and renamed it the *E. Anheuser & Co. Brewery*. After a short stint in the Civil War Union Army, Busch became Anheuser's head salesman and soon his son-in-law. Busch had married the boss's daughter. Eventually Anheuser and Busch became partners and an almost perfect business match...Busch the free-thinker, super-salesman and marketer and Anheuser the beer manufacturer. The company purchased both the name *Budweiser* and its pasteurization process and introduced the "bottled" Bohemian-styled pilsner beer to America.



By 1879, Busch was president of *Anheuser-Busch Brewing* and by the late 1800's their beer was the 2nd best selling beer in America...behind Pabst. Manufacturing top-of-the-line beer was never one of Busch's priorities, as he relied on marketing and salesmanship to move his product, a philosophy he fostered thru-out his companies and that carried over into his later engine business. By the end of the century, Busch began to expand his interests into "horizontal integration"...products and the manufacturing of products upon which his breweries were dependent. One of these products was the "power" required to run his breweries. There were no electric power grids in the 19th century and all power was produced locally. On a trip to Germany, he quickly perceived the commercial value of the new internal combustion engine under development by Rudolf Diesel. In 1897 Busch purchased the exclusive North American rights to the yet to be perfected concept engine.

In 1898 Busch and a group of investors set up a New York corporation and completed their first commercial engine in the same year. It was installed in the Anheuser-Busch brewery in St. Louis. Unfortunately this early engine design was extremely unreliable and the company failed. Undeterred, Busch set up another company in 1902 with improved engine designs. These engines were simple, two and four cycle, trunk piston, air injected,

stationary engines and became noted for their reliability. Even though the engine was successful, the company made little money and in 1908 Busch personally purchased the company's assets and operated the business in receivership.

In 1911 Busch, the *Sulzer Brothers Diesel Engine Company* of Switzerland and Rudolf Diesel formed "Busch-Sulzer Diesel" (or B-S-D as it became known). *Sulzer Bros.* had been one of Rudolf Diesel's earliest licensees and built a successful line of European engines. By this agreement, the Swiss firm contributed their expertise and Busch contributed manufactur-

ing and engineering talent, equipment and financial backing. Rudolf was a consultant. An up-graded design was put into production after the completion of the new St. Louis factory in 1913. Busch and Diesel would both die within the year, however Busch had brought much needed manufacturing to his beloved St. Louis and, although B-S-D was an independent company, it had the resources (\$) of Anheuser-Busch behind it.

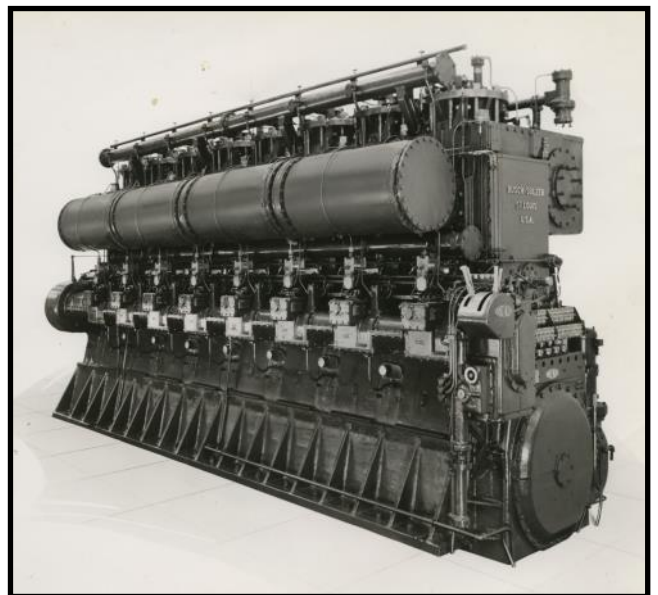


B-S-D concentrated on stationary and marine diesels & importantly, these were B-S-D designed engines and not just European knock-offs. Their reliability came from matching American steel and machine tool capability with B-S-D designs and using *Sulzer Bros.* as an engineering mentor. A failing of many early diesel engine builders was an attempt to replicate “exactly” the successful European engines, not realizing that “neither” the American steel quality nor machine techniques were on a par with the Europeans. B-S-D matched their engines to American capabilities and for a time had an edge-up on their competitors.

Prior to World War I, B-S-D developed a healthy business in the ocean going, industrial power and public utility sectors. With the outbreak of WWI, the American Navy found itself playing catch-up to the other world powers in diesel development. The Navy requested Busch-Seltzer Diesel to undertake the design of naval engines from 90 thru 2,500 horsepower...primary usage for their submarine fleet and as a secondary usage in minesweepers and patrol boats. The entire B-S-D operational capacity was put to work building (wartime-low profit) diesels for the Navy. After the war the company had lost its private sector market position, but re-entered the commercial sector and somewhat regained profitability in the mid-1920's.

In 1926 the contract with *Sulzer Bros.* ended and concluded what was reported to have been an excellent engineering-manufacturing relationship. As the 30's approached, B-S-D lagged behind the industry, continuing to cling to air blast fuel injection and produced reliable, but physically large engines. B-S-Ds market began to shrink as purchased electric power became available and ship builders began to realize size was important. Their now “old” designs cut them out of the more lucrative peace-time naval contracts and all of the emerging railroad and mobile over-the-road business. B-S-D struggled thru the 30's. When WWII arrived they “again” turned their full resources over to “low profit” war production. They built diesels for the Army, Navy and Merchant Marine and armaments for all services...and made very little \$ for their effort!

In 1946 they were bought by *Nordberg Manufacturing*, who shortly stopped B-S-D engine production but continued to supply replacement parts for the B-S-D products. The “Busch-Sulzer Diesel” name would continue as a parts engineering division of *Nordberg*. They were again sold in 1976 and this time “absorbed” by the *Haynes Corporation*, an aftermarket supplier to the maritime industry. This was effectively the end of America's first diesel engine company!



A reprint from: Equipment Management News
Bob Triebel

EMCA Archives...the pathfinders & equipment that formed an Industry!



Bill Howell Jr.

1937-2022

We are sorry to report the passing of long time club member and our friend on
April 3rd 2022.

Our condolences go out to Rosemary and all of his family and friends.

Rest in Peace Bill!

NJAE&MC—Upcoming Events

Next meeting:

May 10th at the Shed!

This is a TUESDAY and will start at 7PM

Future Events:

Home & Garden Show 2022

Saturday April 23rd 9AM-4PM @ THE FAIRGROUNDS

Memorial Day Parade

Monday May 30th at 10AM....see below!

Sussex County Amateur Radio Club –2022 SCARC HAMFEST

Sunday July 17th 10AM-10PM @ THE FAIRGROUNDS



Memorial Day Parade

Monday May 30th

American Legion Branchville Post 157

We need to line-up at 9:30 AM at the Frankford Twp. School

Event coordinator Chuck Klim!

973/903-3583

CART SPONSORS FOR 2022

Campbell's Small Engine

Ideal Farm & Garden Center

Lafayette Auto Parts Supply

Montague Tool & Supply

Newton Auto Body

Solar Tire

Tire King

Wilson Coal & Supply

Please patronize them and encourage your friends and family to do the same!

Dues are over-due for 2022!

A RED check above indicates your dues are "not" paid...

call Linda Klim!

We would like to thank Sherri Cameron for the nice THANK YOU card and a \$50.00 donation, in recognition of the clubs efforts in the 2021 funeral of her son Brian Kardos Jr.



Telephone: 973/383-1717

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